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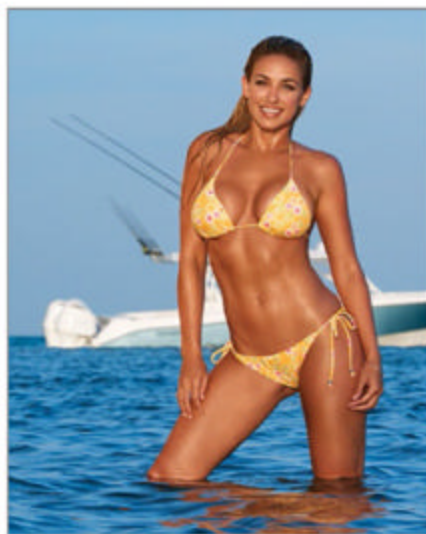
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I don't know about you but over the years I have experienced mechanical failures on both boats I own caused by the use of ethanol or E-15 (so I'm told) when combined in normal gasoline. These breakdowns are not only aggravating but also costly. There is an organization called Boating United. They represent a group comprising boating manufactures,

marine businesses and other supporters who share the common goal of protecting and promoting the recreational marine industry. If you would like to learn more about this controversial issue, it might be useful if you had a better understanding of the potentially costly problems, which could be occurring on your boat right now without you even knowing it. Go to **boatingunited.com**.

What they are proposing is introducing a bill H.R. 704 with this intention:

"To amend the Clean Air Act to eliminate certain requirements under the renewable fuel program, to prohibit the Administrator of the Environmental Protection Agency from approving the introduction into commerce of gasoline that contains greater than 10-volume-percent ethanol and for other purposes." This ongoing battle is not just for the industry itself to fight. It needs your help as well as it will ultimately affect your personal property and your checkbook. Visit **votervoice.net/link/target/nmma/JQJqq3JR2.aspx**, and send your own message.

As we are approaching warmer weather and the opportunity to use our boats more often I wonder how many of you are tired of pulling up to your local marina for

gasoline (not diesel) and seeing the price of fuel almost double the price you just paid to fill up your car. Certainly interest rates are down and boat loans are a little easier to come by but once you buy your new or used boat, will you be able to afford to operate it? These days many marina operators are also in the boat-selling business and the cost

of operating the boat could become a negative issue with the consumer. While our industry is still in somewhat of a recovery mode, perhaps they might consider lowering the fuel charges to make the operation of running boats more affordable. Who knows? They might even sell more boats. Just a few weeks ago I stopped at one of our local marinas to take on a few hundred gallons of gas and the price of fuel was \$4.85 per gallon. So I asked the dock attendant why the price of gas was so high while the prices at the land gas stations were falling every day. This was

not an isolated incident either. These prices are common throughout the marina community everywhere. His reply was, because we sell ethanol-free gas. I guess that means there is a premium for non-ethanol fuel vs. fuel with ethanol. I can see 10 to 20 percent higher, but over 200 percent? Maybe there is someone out there who could email me and explain why these prices differ so much. If I do hear from you with a reasonable explanation I'll share it with the rest of our subscribers so that we can all stay connected. 🐟

LOOK BEFORE YOU PUMP!



The effects of ethanol-laced gasoline can cause damage in many different components of the propulsion system.

By SKIP ALLEN



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I was interested in the “Undiscovered Allure” article in the recent edition and found it accurate and interesting until I got to the last paragraph, which left me a bit confused. Is there indeed a “raucous Oyster Festival in Gulf Shores” that I have managed to miss for my sixty years, or did he mean “Shrimp Festival,” which has certainly gotten larger and more commercialized over the years? If I am missing a great festival, please let me know!

Also, as an avid traveler myself, I wondered a bit about boaters who might read this article and find something different in reality than they expected. As a nearby resident, I find the many oil

rigs off of the coast of Dauphin Island an eyesore and an unhappy addition to the Alabama coastal waters for the past many years. The Alabama coast is historic, lovely, warm and welcoming; however, this Alabamian wishes those rigs would go away!

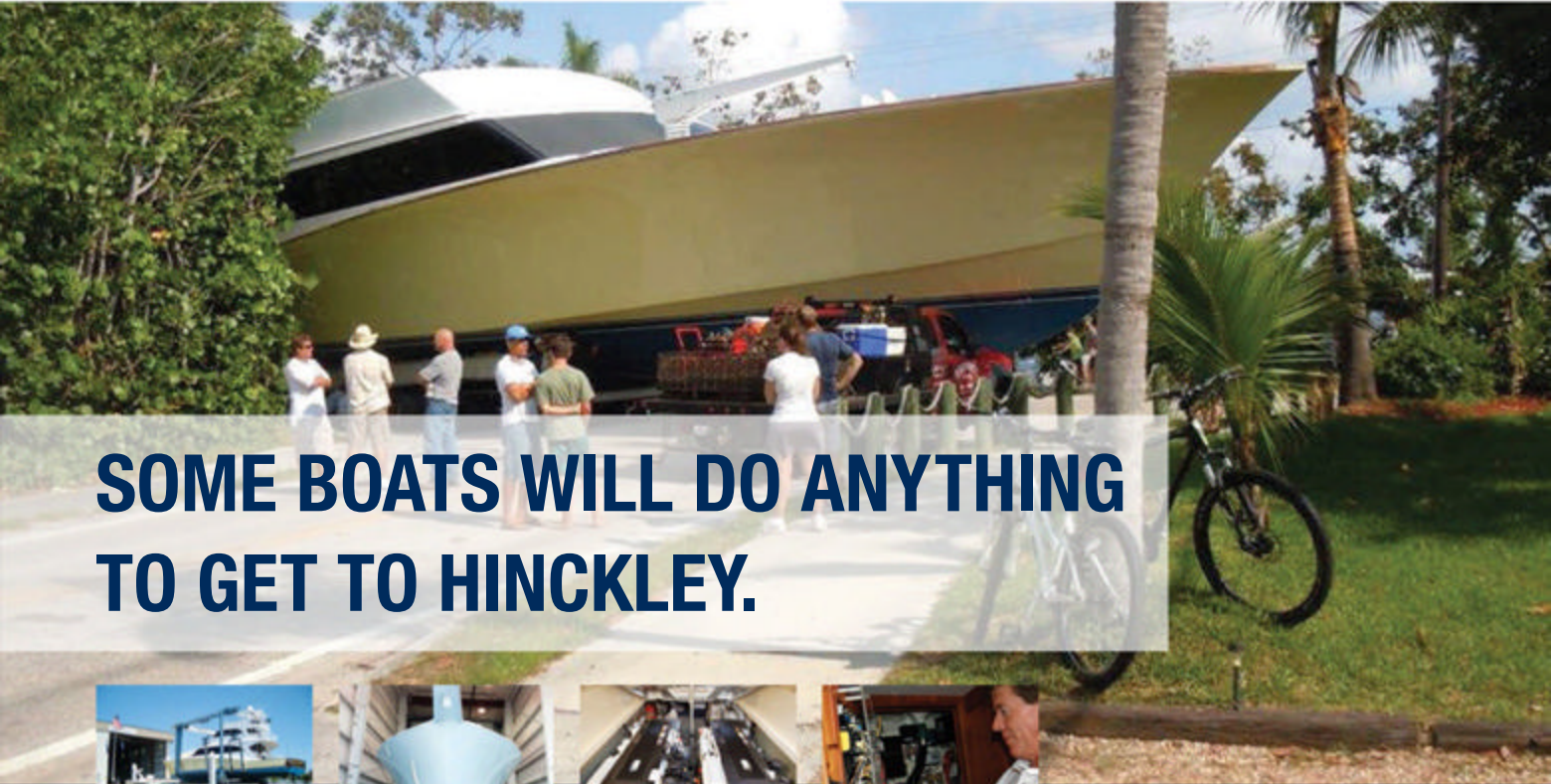
**Ann Crumpton
Theodore, AL**

Editor response:

Indeed, for the past seven years locals and visitors alike have enjoyed an Oyster Cook-Off & Craft Beer Weekend in November at the Hangout. As of press time dates for the 2015 had not been set, so check their website for updates.

thehangout.com

The article in the March issue “The Skinny on Surveys” omits what may be the most valuable survey, namely the “engineering survey,” detailing the costs of updating/repairing equipment commensurate with the boat’s intended use, age and value. Engineering surveys are routine for commercial applications in as much few, if any, vessels purchased used do not require extensive equipment upgrades/repairs. Engineering surveyors are often hired to oversee vessel repairs. Engineering surveys for recreational craft repay their cost many times over by enabling the prospective purchaser to fully understand the required commissioning and acquisition costs



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MAIL FROM READERS

appropriate to the boat's intended use relative to its age and value. Relatively few marine recreational surveyors are well prepared to do an engineering survey. Such surveys require detailed knowledge of repair/upgrade costs and practices accumulated over many years experience on the repair/construction side of the marine business. Furthermore, engineering surveyors typically have an engineering background/experience.

Peter I. Berman, Norwalk, CT
Author of *Outfitting the Offshore Cruising Sailboat*

As an earlier subscriber to *Southern Boating* I let my subscription

lapse, as I was looking for boaters in southern Florida who wished to cruise together. We are relatively new to the yachting world with the purchase of a 60-foot Riva. We have done some of The Bahamas and would like to explore further. Our boat is kept year-round in Fort Lauderdale. Do you have any advice as to how we may connect with fellow cruisers? A renewed subscription is a given.

Ken Burgess
Fort Lauderdale, FL

Editor response:

Congratulations on your purchase and welcome back! There are many ways to connect with fellow cruisers. The

Bahamas Ministry of Tourism sponsors flotillas to the islands departing from Bahia Mar Marina. Go to bahamas.com/boating-flings. For stateside cruiser connections, consider joining a local yacht club. Many offer reciprocity at other yacht clubs. Also contact your local Riva dealer and inquire if they organize boating rendezvous. Finally, keep reading *Southern Boating* for more ideas on how to connect with other cruisers; our Boating Log lists events throughout the *Southern Boating* regions. 

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What we're buzzing about this month...



At the 2015 Miami International Boat Show in February, **Regulator Marine** unveiled plans to members of the media and center console enthusiasts for their newest and largest model scheduled for availability by year's end. The all-new 41' will be equipped with luxury appointments and options such as larger fishbox and livewell capacity, thoughtfully designed storage and tackle center options, a huge three-person helm station, convertible sunbed table, deluxe double berth, and so much more. Regulator has pulled out all the stops with this new launch sure to please serious sportfishing enthusiasts as well as all who appreciate the performance and fit and finish of Regulator center consoles. regulatormarine.com



■ **Waypoints Sunglasses** from Ocean Racing are a brand-new line of affordable lifestyle and sport performance polarized sunglasses. The sleek frame's classic design easily conforms to a broad range of face shapes and sizes ensuring a comfortable fit for almost all cruisers. The frames are made of high quality, lightweight and durable TR-90 resin in a variety of colors. The 56mm polarized polycarbonate lenses are highly impact resistant, offer broad spectrum UV protection, and feature saltwater proof mirror and hydrophobic coatings for superior, long-lasting, on-the-water performance. MSRP \$59.95; oceanracing.com

■ **Bubi Bottle's** foldable, BPA-free beverage bottle is great for leisure activities, especially on the water. The crushable canteen doubles as a waterproof apparatus and multi-use container or even as a hot/cold compress. Roll and go for easy storage and unroll to fill with beverages or fishing needs. Bottles are microwave, freezer and dishwasher safe, mold-resistant, and available in more than 10 colors. MSRP \$16.99; bubibottle.com



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■ **Perko's** two new extra-long, fold-in-half light poles are USCG rated to 2nm and easily fold in half when not in use. Both the Stealth Series LED Universal Replacement Pole Light and Delta Series White All Round Fold-in-Half Pole Light work on a wide variety of boats. Perko's Delta series features universal type, fit and angle. They include reduced-glare globe and fully clear globe interchange easily to control the nighttime light output with no extra tools needed. Both models have a polymer top, 3/4" diameter anodized aluminum tube, a wide 40° adjustable head, two screw positions, and are available in 48" and 60" pole lengths. Universal Replacement Pole Light MSRP \$150; White All Round Fold-in-Half Pole Light MSRP starts at \$85; perko.com

■ **Airsiders** new unisex boat shoes are created by boat owners for boat owners. Genuine leather uppers with rubber, non-slip lower soles make for a high quality boat shoe made to last and are comfortable in all weather conditions. It is recommended to order shoes a half-size larger than your regular shoe size. (To convert women's to men's shoe sizes, subtract two sizes from your U.S. women's size to find the appropriate size in U.S. men's shoes.) MSRP \$85; airsidershoes.com



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■ **Bad Elf GPS Pro+ Receiver** is a high-performance, 66-channel GPS+GLONASS receiver accurate to within 8 feet and acquires a satellite lock anywhere in the world without cell tower assistance. No Internet connection or monthly subscription required. Licensed by Apple for use with the iPod touch, iPhone, iPad and iPad mini, the Bad Elf GPS Pro+ features USB connectivity to a PC or Mac. Up to 200 hours of data logs can now be accessed through USB file system mounting similar to typical thumb drives. An internal barometric sensor helps monitor changes in local weather conditions. With a more than 24-hour battery life and IPX4 splash resistance, the lightweight, compact Bad Elf GPS Pro+ can share the data location simultaneously with five onboard devices. MSRP \$299.99. bad-elf.com



■ **HSX** by hipS-sister is a 4.5" wide sport belt that easily stores essentials while you are on the water. It comes with a stash pocket, two 6" rubber zipper zippered pockets and an 8mm grommet for earphones. The pocket will fit even the largest smartphones and is available in black, carbon, pink, and lime green. Moisture-wicking fabric is 90% Micropoly and 10% Lycra. MSRP \$29; hipssister.com

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APRIL

2-6: Bequia Heineken Easter Regatta, Bequia Sailing Club, Bequia, St. Vincent and the Grenadines;

begos.com/easterregatta

4: 4th Annual Fort Pierce Oyster Festival, downtown waterfront, Fort Pierce, FL; (772) 285-1646; ftpierceoysterfest.com

10-12: 7th Annual Oriental In-Water Boat Show, Pecan Grove Marina, Oriental, NC; (252) 249-0228; orientalboatshow.com

10-12: Annual Southeast U.S. Boat Show 2015, Metropolitan Park & Marina, Jacksonville, FL; (904) 673-0093; southeastusboatshow.com

12-17: Offshore World Championship, Marina Pez Vela, Quepos, Costa Rica; (407) 628-4802; offshoreworldchampionship.com

13-18: 6th Annual Les Voiles de St. Barth, Quai Général de Gaulle Cocktail in Race Village, St. Barthelemy, French West Indies; +590 (0) 590 27 20 64; lesvoilesdesaintbarth.com

15-21: Antigua Classic Yacht Regatta, English Harbor, Antigua, West Indies; (268) 460-1799; antiguaclassics.com

16-19: 20th Annual Sperry Top-Sider Charleston Race Week, Charleston Harbor Resort and Marina, Mount Pleasant, SC; (843) 557-6082; charlestonraceweek.com

17-19: Annual Suncoast Boat Show of Downtown Sarasota, Marina Jack's, #2 Marine Plaza, Sarasota, FL; (954) 764-7642; showmanagement.com

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17-19: Bay Bridge Boat Show, Bay Bridge Marina, Stevensville, MD; (410) 268-8828; usboat.com

17-19: Ladies, Let's Go Fishing! Seminar, I.T. Parker Community Center, Dania Beach, FL; (954) 475-9068; ladiesletsstofishing.com

17-19, 24-26, May 1-3: 2015 Ling Ding Cobia Tournament, Mexico Beach Marina in Mexico Beach, FL & Half Hitch Tackle in Port St. Joe, FL; (850) 648-8900; mexicobeachmarina.com/tournaments.cfm

18-26: Tobago Jazz Experience, various venues, Tobago; (868) 639-2284; tobagojazzexperience.com

22-25: Annual Bahamas Billfish Championship, Guana Cay, Bahamas; (954) 920-5577; bahamasbillfish.com

23-25: 33rd Annual Yamaha Contender Miami Billfish Tournament, Miami Beach Marina, Miami, FL; (305) 598-2525; miamibillfish.com

24-26: Annapolis Spring Sailboat Show, City Dock, Annapolis, MD; (410) 268-8828; annapolisboatshows.com

25-May 1: Anniversary of Antigua Sailing Week, Antigua Yacht Club at the Falmouth Harbour, Antigua, West Indies; (268) 725-4692; sailingweek.com

MAY

2-3: 20th Annual Keels & Wheels Concours d'Elegance, Lakewood Yacht Club, Seabrook, TX; (713) 521-0105; keels-wheels.com

7-9: Bahamas Junkanoo Carnival, Clifford Park, Western Esplanade, and Arawak Cay, Bahamas; (800) 224-2627; bahamas.com/bahamasjunkanoo carnival

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Chesapeake & Mid-Atlantic Report

Barbeque, breweries and boats await at the Bay Bridge Boat Show.

Add opening day of the Bay Bridge Boat Show in Stevensville, Maryland, to your calendar to enjoy the post-show BBQ bash and live entertainment included in the price of your admission ticket. The boat show runs from 10AM-6PM on Friday, April 17th with free barbecue until 8PM. Live entertainment will be provided by the rock band, A Classic Case, and a poolside cash bar will serve beer from local brewers such as Dogfish Head Craft Brewed Ales and The Fin City Brewing Co.

At the eastern shore-end of the Bay Bridge, the boat show event April 17-19 is well worth the \$12 ticket, with hundreds of new and brokerage boats on land and water,

owned and franchise locations throughout the U.S., provides members with a fleet of boats to choose from, and handles all maintenance and insurance issues. Marina owner Woody Jackson said the club model is a “tremendous vehicle for bringing newcomers to boating, as well as providing an alternative for former boat owners who are seeking a new way to enjoy the water.” The club also has a bay location in Annapolis.

Funds for fun

This year the Portsmouth Angler's Club (PAC) received a \$750 grant from the Virginia Department of Game and Inland Fisheries and the Wildlife Foundation of Virginia to support its youth program. The club began in 1966 and hosts fishing trips for underprivileged youth every summer aboard local boats as part of its Children's Sunshine Program. “The club has always been a family organization with kids and spouses involved right from the very beginning,” co-founder Billy Sugg says. PAC maintains and supplies about 130 rods and reels for the fishing trips to get kids outside and away from technology for activities they normally don't have access to. More than 3,000 children have participated to date.

Golden opportunity

Golden Tilefish is now an official species in the Virginia Saltwater Tournament Citation Program. The state's fishing tournament committee has added Golden Tilefish weighing at least 30 pounds to the award program. All other previous eligible species and minimum qualifying sizes and weights for citations will remain the same as last year. To be eligible for fish citations and state records, fish caught must be in waters open to fishing to the general public. The state's Junior Angler Program and its Expert and Master Angler award programs are unchanged this year. mrc.virginia.gov



The Coastal Conservation Association of Maryland will host the Lefty Kreh TieFest at the Prospect Bay Country Club in Grasonville, Maryland, on March 7th.

along with plenty of gear and accessories to peruse. Special activities this year include a demo dock, rod building and casting lessons, striped bass cooking demonstrations by Chef Brandon of Hemingway's, and a moon bounce and face painting for kids. Complete show info is available at annapolisboatshows.com

Freedom in the upper Bay

Jackson Marine Sales, a marina on the Northeast River, is the newest franchise owner of Freedom Boat Club on the Chesapeake Bay. The club has over 80 corporate-

By CHRISTOPHER KNAUSS

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Southeast Seaboard News

Shark research off the eastern coast

Katharine, a 14-foot great white shark weighing 2,300 pounds (named after Katharine Lee Bates, composer of *America the Beautiful*) visited Pamlico Sound, North Carolina, in January and traveled to Fernandina Beach, Florida, by the month's end. The non-profit OCEARCH tagged Katherine with a tracker off Cape Cod in 2013 to research the movement, biology and health of great white sharks for their protection, as well as for the safety and education of the public. Access her past and future voyages at ocearch.org.



SHARK: ROBERT SNOW; SUBMERSIBLE: LOCKHEED MARTIN

Katharine, the 14-foot great white shark; Lockheed Martin Submersible offshore Palm Beach, Florida.

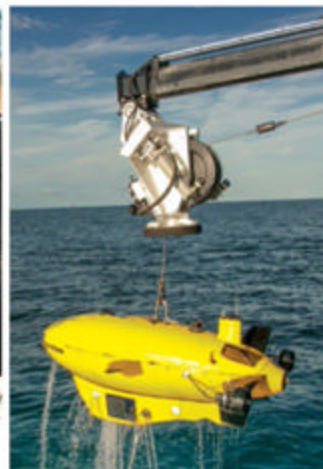
Beware of manned and unmanned submersibles between one and five miles off shore of Palm Beach, Florida, through May. Lockheed Martin-Palm Beach and the U.S. Navy began their 24-hour testing in the fall of 2014 and continue off the coast from Lake Worth Inlet to the Breakers hotel. Skippers are advised to travel 200 yards from dive flags, float balls, submersibles, and RHIB boats. Two RHIB support boats respond to concerned mariners on VHF channel 16.

Country singer Alan Jackson is this year's headliner at the North Carolina Azalea Festival taking place in Wilmington, North Carolina, from April 8-12. The festival will feature concerts, visiting ships, historic home and garden tours, a coin show, circus, art show, and a street fair with a fireworks display on its final night. ncazaleafestival.org

An outdated drawbridge collapsed onto the roof of a 161' multimillion-dollar superyacht in December 2014. Fortunately, all 15 people on board disembarked *Rock Star* unharmed. It was being towed from Fort Lauderdale to Miami by two tugboats when the incident occurred. The Broad Causeway Drawbridge connects North Miami with Harbor Islands and Bal Harbor. Damages to *Rock Star* are estimated in the tens of thousands. Soon the 60-year-old Broad Causeway will undergo rehabilitation including replacement

of drawbridge parts connected to past electrical problems.

M/V Tug Tilly is still beneath 30 feet of water near the Main Ship Channel in Key West. The derelict tugboat sank in February 2014 after being sold to a homeless man. He shoved off with just a 5-hp outboard motor to power his new purchase. Currently, parts of the



boat's mast and one antenna appear above the wreck. A temporary lighted buoy with FI Q R characteristics, 3NM in position 24-31-13.199N/081-49-50.819W marks its spot. Hopes of the costly removal of the wreck are dim.

The U.S. Coast Guard will soon transmit Automatic Identification System (AIS) ATON messages and marine safety information via AIS navigation aids. It now tests these aids in Key West Harbor and Key West Main Channel, the Tampa Bay area, and the Tolomato River to Palm Shores area in northeast Florida. The USCG urges mariners with AIS reception to give feedback and report any abnormalities to the USCG NAVCEN website at navcen.uscg.gov. Specific testing buoys are listed at skipperbob.net/waterway-updates/nav/FL-KEYS. 

By NANCY E. SPRAKER

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Bahamas Update

Coral Reef Sculpture Garden

The Bahamas Reef Environment Educational Foundation (BREEF) has recently established a spectacular Coral Reef Sculpture Garden just off Clifton Bluff in southwest New Providence (25-00.5N/77-33.0W). If you stay at Albany or Lyford Cay or anchor in West Bay, it is an easy dinghy ride to the Garden in settled weather.

is already a regular dive site for Stuart Cove.

The impressive sculptures by local and international artists are all built of concrete, which provide a substrate for new coral. Scattered around the artwork are reef balls which are excellent artificial habitats for fish. The garden is in about 20 feet of water so is easily seen from the surface while snorkeling. breef.org

Sandy Point, Abaco

Some additions to the cruising life are just plain fun.



EDDY RAPHAEL

BREEF calls the garden "a perfect fusion of art, education and marine conservation." It will promote the growth of new coral, provide fish habitats and relieve some of the pressure on the natural reefs in the area. The garden



Left: "Ocean Atlas" sculpture of a Bahamian girl holding up the surface of the sea. Above: Barge Bar in Sandy Point

Brad and Ceril, residents of Abaco, have built a floating bar in Sandy Point. In the summer months their barge is anchored just off the beach and has a small raft on a line that gets people back and forth from shore. The bar supplies a basic choice of beverages out of a cooler, and music is provided from a boom box plugged into a car battery. There is room around the barge to tie up your dinghy. From personal experience, drinking a cold beer in the midsummer heat while semi-submerged on the edge of the barge is delightful.

Continued

STORY AND PHOTOS BY STEPHEN CONNETT

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Aids to Navigation

The list of aids to navigation that are malfunctioning, abandoned, or missing continues to grow, so it is best not to rely on any of them. Gone are the days when you could depend on Great Isaac and Great Stirrup lights to guide you down the Northwest Providence Channel. The government simply hasn't the money for maintenance. Thankfully, modern charts and electronics compensate for the loss of reliable buoys and lights. Be sure your paper and electronic charts are up-to-date and your GPS and radar are functioning properly—it is advisable to have a backup GPS. If you are not an experienced navigator you might consider traveling only in daylight, and it is never a bad idea to call ahead to a marina and ask for local knowledge and advice.



The dining room at Staniel Cay Yacht Club has been updated. The new pool at Cape Eleuthera Marina overlooks the beach.

Cape Eleuthera Marina

The facility now sports a new swimming pool, the beach has been enlarged, docks are still in excellent condition, Pascal's restaurant is open at the T-dock, and the staff are as helpful as ever. The showers and laundry are air-conditioned and clean, and the store has a good supply of snacks, liquor and bait. An added plus, the fuel dock never seems to run out of diesel and gas.

Westerly winds cause a miserable surge in the marina, but the staff will try to place you in one of the slips with minimal movement. Regardless, you will be safe even if you are in a slip with a lot of surge, and you will be happy when the wind clocks around to the east and sad to leave.

For fresh Bahamian food call ahead to Sheryl's Inn (242-334-8111) in Deep Creek for supper. Sheryl's does not serve alcohol but you can bring your own or go across the road to Friendly Bob's bar and liquor store and carry beverages back to Sheryl's.

Stone Crab Fishery, Eleuthera

A stone crab company is now operating in the Bight of Eleuthera. Bahama Biters (bahamabitters.com) has invested in hundreds of stone crab pots so Styrofoam buoys are everywhere. Keep a good lookout wherever you go in the Bight, and if you run at night know that you might snag a buoy.

Staniel Cay, Exumas

The Staniel Cay Yacht Club building has just finished a major upgrade. The kitchen, dining room, gift shop, and restrooms are completely rebuilt. The new dining room is lovely, overlooks the channel and is open to the fresh air or air-conditioned when that is more comfortable. There is a new chef with a good menu and prices are fair. The restaurant is open for lunch and there are two seatings for supper—reservations are strongly recommended. Breakfast is still served in the old dining room, which has been redone. For those who relished the sailors' charm and controlled chaos of the old club, the bar has only replaced overhead lights and is still as cheerful as ever. Local residents and cruisers still engage in lively conversation and consumption of beverages and bar food. 🍹



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Caribbean Currents

Head to Antigua this month for surf and turf sports action.

Watch world-class cricket when England squares off against the West Indies in a three-series test tour in the Caribbean this month. The action starts April 13-17 in Antigua at the famous 10,000-seat Sir Vivian Richards Cricket Stadium in North Sound built in 2007 for the World Cup. This host opportunity is a feather in the cap of the St. John's, Antigua-headquartered West Indies Cricket Board, which embarked on a highly competitive venue bidding process and won against other first-rate facilities around the world. The second test match takes place April 21-25 at the Grenada National Stadium and the third is set for May 1-5 at the Kensington Oval, Barbados. Test cricket, as the name implies, tests the strength and ability of the best cricketing teams in the world. The two first-class teams play a gruelling four-inning match that lasts up to five full days. windiescricket.com

beautiful racing. "Having all of the classic yachts together on one dock is a very special sight and it creates great camaraderie among the crew," says press officer Ginny Field. All racing happens off the south coast of Antigua. There are shoreside parties and nightly music at the Antigua Yacht Club and in the English Harbour area. One of the most spectacular feats for spectators is the Parade of Classics, which is held at Nelson's Dockyard, starting at 1:30PM on April 19th. It's a chance to see some of the most impressively well-kept classics in this part of the world. New this year, a slightly shortened program calls for only one day of registration, and the Awards Ceremony immediately follows the last race to award the many prizes. "Aside from the racing, the Concours d'Elégance competition is taken very seriously for there is a huge sense of achievement to win a prize for the maintenance and magnificent look of a classic yacht," Field explains. antiguaclassics.com



ANTIGUA SAILING WEEK

The trophy is awarded at the 2014 Antigua Sailing Week.

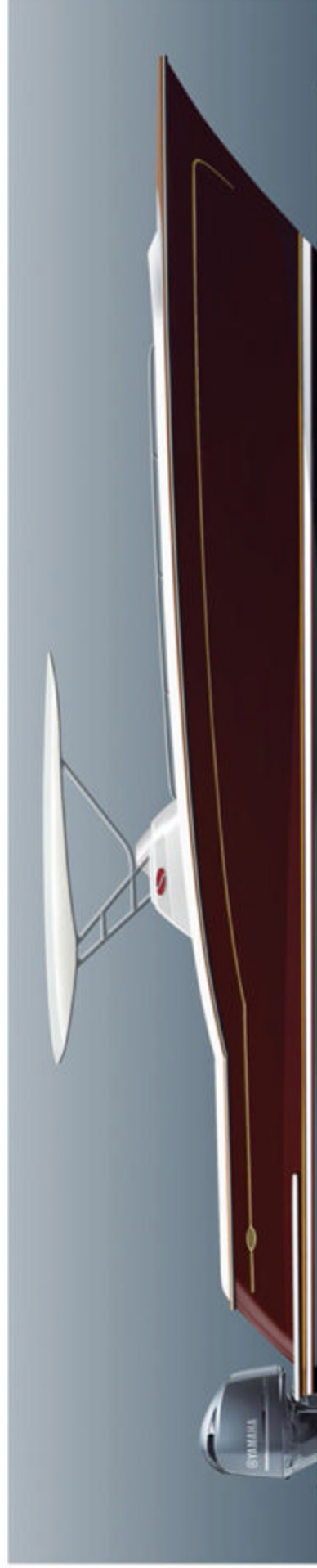
Classic Yacht Racing

Head south from the cricket stadium to the Antigua Yacht Club in English Harbour just in time for the Antigua Classic Yacht Regatta April 17-20. More than 50 classic ketches, sloops, schooners, yawls, and traditional island-built craft will take to the seas for some highly competitive and stunningly

Antigua Sailing Week

Take a few days to visit Antigua's restaurants, resorts and recreational facilities on land and sea. Then from April 25 to May 1 watch the legendary "granddaddy" of Caribbean yacht regattas, Antigua Sailing Week, which features a 100-plus strong fleet. On the sea, organizers are adding more courses with a greater number of reaching legs. These reaching legs will be especially fun for the growing number of gunboats and other high-performance cruising catamarans. Spectators can keep an eye on the action from atop Fort Charlotte and Shirley Heights. In addition, "We will be launching our Antigua Sailing Week APP available to Android and IOS users from their APP stores. This will ensure that visitors can be constantly up-to-date with what is happening out on the water, plus we will have lots of competitions available only to people who download the APP," says organizer, Alison Sly-Adams. sailingweek.com

By CAROL BAREUTHER



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EAST

Gulf Coast Report

Megayacht marina in New Orleans

As a growing home to a fleet of cruise ships exploring the Caribbean, a large stretch of New Orleans' massive wharfs on the lower Mississippi River have been modified and beautified for passenger traffic, including megayachts. For Superbowl XLVII in 2013, the wharves adjacent to the convention center and just a few blocks from the French Quarter were treated to a rare spectacle of two large yachts—*Kismet*, the 308' Lürssen yacht owned by Shahid Khan, who also owns the Jacksonville Jaguars, and Paul Allen's 414' *Octopus*. Now the city of New Orleans

home port for Saints owner Tom Benson's 122' yacht *Lady Gayle Marie* and others that regularly transit the lake's near uniform depth of 12' and the Rigolets Pass into the deep waters of the Gulf of Mexico to the Caribbean.

The proposed marina would seek to allow vessels walking distance access to the French Quarter and be located on a bend upriver from the central business district and away from the currents and shipping traffic on the nearly mile-wide river. According to officials from the Port of New Orleans, the Mississippi is a fully navigable

river and therefore open to recreational vessels, however docking facilities are only currently recommended and available to boats over 100'.

A side benefit of the proposed marina could possibly come in the form of capturing cruisers transiting the Great Loop. With a dearth of facilities and fueling stations located on the long stretch of the river from Memphis to New Orleans, most Loopers opt for the traditional route down the Tombigbee waterway that exits into Mobile Bay in Alabama, but this marina could open up a new alternative route for the more adventurous.

With New Orleans experiencing an unprecedented modern period of growth,

gentrification and as a host for major events such as the Superbowl and Mardi Gras, it seems natural for the city to attempt to capitalize more on its natural allure as a cruising destination. Construction of a marina capable of handling large yachts only a few blocks from the French Quarter would go a long way to achieving these goals and allow for yacht owners to realize their fantasy of playing Huck Finn on the mighty Mississippi.

By TROY GILBERT



An artist's rendering depicts a proposed new marina located on the Mississippi River and only blocks from the New Orleans' French Quarter, which could open up the city to more transient cruisers.

is floating the idea of a large megayacht marina on the Mississippi River as part of what could be a massive \$1 billion riverfront redevelopment and expansion of their hugely successful convention center.

Centrally located on the Northern Gulf Coast, New Orleans is already home to large recreational marinas, the second oldest yacht club in the western hemisphere, and the sprawling Trinity Yachts boatyards. The city's historic marina district of West End on Lake Pontchartrain is the

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WEST

Gulf Coast Report

The Flower Garden Banks

The Gulf of Mexico is a true tropical sea and one of the deepest bodies of water in the world. From the height of a cruise ship, one might not notice that the electric blue expanse is teeming with life from aquatic animals such as giant Kemp-Ridley turtles and recently discovered 55-foot-long Baleen whales. Stirred by the Great Loop Current that flies between Cuba and Mexico's Yucatan peninsula at over four knots, this current eventually becomes the Gulf Stream that affects the weather and ecology as far away as England. However, this warm current also throws off giant eddies into the Gulf and feeds one of the most unique ecosystems in North America—the Flower Garden Banks.

layover in the Gulf of Mexico by boat owners in the know.

First discovered by fishermen in the late 1800s who suddenly noticed bright, vibrant colors beneath the waves, this marine sanctuary is now known to harbor more than 20 species of tropical corals and over 180 species of fish. Comprised of three separate salt domes that rise up and plateau, the largest expands out over 250 acres. As a designated marine sanctuary, fishing and anchoring are not allowed by law, however, there are three mooring fields that are available to transient cruisers in the deep waters of the Gulf of Mexico where the depths below them explode in color.



Clockwise from left: G.P. Schmahl and Capt. Chuck Curry secure the lines on the NOAA research vessel Manta; The Jason science camera videos the Aquapix macro-camera taking close-up images of organisms in the Flower Garden; Jason collected a deep-sea coral specimen at Green Canyon 852 (GC 852) in the Flower Garden; purple soft coral from the Flower Garden

Located a little over 100 miles offshore of Galveston, Texas, the Flower Garden is the most unique and extensive coral reef system in all of North America and considered to be the most pristine in the entire Western Hemisphere due to its relative remote location. Designated a Marine Sanctuary in 1992 by the U.S., this flourishing ecosystem is made possible by giant underground salt domes that push up the deep, featureless seabed to within 60 feet of the surface and allow an undersea oasis of tropical life. The nearest coral reef is 400 miles south along the coast of Mexico and as such, it has become a secret scuba-diving magnet and cruising

As a well-known overnight scuba-diving site, charters and private boats tend to visit on two- or three-day excursions primarily in the summer when the water is over 80 degrees. As such, mooring availability may get a bit tight. For cruisers who do not dive, it's still a unique destination in the great expanse of the Gulf of Mexico to tie up and enjoy the blue waters where colors rise from the depths and the stars follow after sunset. February is also a heavily visited month due to the hordes of thousands of hammerhead sharks that transit the banks annually.

By HARLEN LESLIE



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It Might Get Loud

Engines will roar when Super Boat International (SBI) kicks off its 2015 season next month. Cocoa Beach, Florida, hosts the 6th annual Space Coast Super Boat Grand Prix May 15-17. The 2014 edition saw *Miss Geico* in the Superboat Unlimited division burn up the race course with an average speed of 90.0 mph—tops among all competitors across every division. The team's first-place finish was a harbinger of success to come as *Miss Geico* would go on to claim the 2014 World Championship in the Superboat Unlimited division.



Super Boat International president John Carbonell

The 2015 campaign also heralds the arrival of Southern Racing Fuels as SBI's official Sunoco race fuel supplier at a time when lower fuel prices are inspiring confidence among the powerboat racing community as well as members of the general public who come out to back the sport. "I think this is going to be a very pivotal year not only in boat racing but in our economy," SBI president John Carbonell was quoted as saying. With lower fuel prices, it will help

our race teams as long as the economy stays strong. Many others have commented on their forecast for next year and I believe it is going to be a very good year."

Maxis square off at St. Barth

Brand-new, state-of-the-art maxi racing yachts *Rambler 88* and *Comanche* are set to compete April 13-18 at Les Voiles de St. Barth off the picturesque shores of the Caribbean island of St. Barthelemy. The vessels were launched a mere one month apart in 2014, and

each carries a significant technological leap forward. *Rambler 88*'s "sabretooth"-style rudders—with jagged leading edges—have created a stir, while *Comanche*'s monolithic forward hull construction, which eschews the traditional sandwiched honeycomb model, also breaks with tradition. Two-time U.S. Sailing Yachtsman of the Year Ken Read will helm the 100-foot *Comanche*, while the *Rambler 88* team will be skippered by owner George David.

Some 900 sailors and 75 vessels from around the world are expected to converge on St. Barth for the race, which was first held in 2010 and has quickly established itself as one of the top racing events in the Caribbean. "The trade winds, the turquoise waters, and these magnificent boats ... we are really lucky to be able to sail in such an extraordinary place!" says French sailing superstar Loïck Peyron, the ambassador for this year's Les Voiles de St. Barth. Peyron was named Sailor of the Year by the French Sailing Federation for winning the 2014 Route du Rhum at the helm of the 130-foot trimaran *Banque Populaire*. Terry Hutchinson, U.S. Sailing's current Yachtsman of the Year, will skipper the 72-foot *Bella Mente* and concurs with Peyron about the undeniable appeal of Les Voiles de St. Barth.

NOOD Series Kicks Off in St. Pete

The National Offshore One Design (NOOD) Regatta Series, now in its 27th year, got under way February 13-15 at the St. Petersburg Yacht Club in St. Petersburg, Florida, with local skipper Grant Dumas taking the overall title aboard *Warrior*, a Tripp 38 competing in the PHRF 1 division. The St. Pete NOOD regatta was *Warrior*'s first major regatta following an extensive 14-month refit. Overall, the fleet included 133 boats competing in nine divisions. For a complete list of results, visit <http://bit.ly/179bzMY>. Scandinavian apparel company Helly Hansen has come aboard as the title sponsor for the 2015 NOOD series, which also includes stops in San Diego, Annapolis, Chicago, and Marblehead, Massachusetts.

By BRIAN HARTZ

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Rethinking Boat Fuel

Natural gas—a cheaper, cleaner, safe fuel alternative

Natural gas (NG) has been used for years in cars, buses and trucks, so why not boats? That's precisely what Miguel Guerreiro thought, the founder and CEO of Blue Gas Marine (BGM) based in Apex, North Carolina. The former NASA engineer designed and patented a NG fuel-system compatible with major marine engines to supplement gasoline or diesel consumption or even used as an independent fuel. North Carolina State University's mechanical engineering school tested each engine's fuel-system until it was perfected.

NG reduces pollution by 70 percent compared to gasoline and by 90 percent in diesel engines. It eliminates unpleasant exhaust odor and smoke residue that decreases an engine's lifespan. NG also has a 130-octane rating, which is higher than premium 89-octane boat gas and matches gasoline performance. Only super-premium gas without ethanol surpasses NG superiority but at a prohibitive price. NG prices are stable, however, and are typically about half or less than the cost of regular gasoline. Additionally, there is a tax advantage for using natural gas.

According to Guerreiro, boats consume more fuel than cars using about 10 times more energy to move a boat over water than a car with the same weight on land. Pushing a button on the helm of a NG-enabled boat switches fuel from NG to gas and back on demand, without changing speed or losing

power. "We are working on a variety of engines and have not encountered an engine yet that cannot be adapted to our system," claims Guerreiro. "We have to modify and calibrate our technology to each engine type. Our goal is to offer the natural gas hybrid fuel system for all the major brands of engines." In fact, Yamaha engines met or surpassed expected performance while increasing top speeds by 10 percent.

Starting in 2016, diesel engines are required to have a catalytic converter, and all hazardous waste byproducts must be removed. Using BGM's fuel-system instead of diesel bypasses this. Mr. Gus Blakely, General Manager of Sales, Planning and Development of Suzuki Marine Division, says, "The idea is good. We believe in technology that's good for the environment and good for boating." He views the technology as practical for four-stroke engines, and Suzuki motors can run on NG. Blakely adds that boat owners are conscious of fuel prices, so the key is to educate the consumer and also to achieve distribution.

BGM has a solution for NG supply and distribution. Guerreiro indicated that for the approximately 70 percent of coastal homes that use natural gas, a home storage compressor would fill a boat's tank overnight by using specialized nozzles mounted on the gunnels. Boats can also

Continued

By HELEN AITKEN



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fill up at municipal stations and, until marinas offer storage tanks, BGM will provide mobile filling stations for select marinas.

Guerreiro envisions BGM's system will be of greatest benefit for boats using large amounts of fuel such as law enforcement, military, commercial and sportfishing boats, towboats, and ferries. "If new boat manufacturers want these systems, then we will adapt [them] to the products," said Mr. Blakely. Currently, Intrepid offers the system from the factory. In fact, the Intrepid 327 with twin Mercury Verado 300 engines is the BGM showboat.

Composite materials of lightweight carbon fibers and plastics comprise the fuel tanks. They have a 20-year warranty and don't leak or corrode like heavy aluminum gasoline tanks. Tank size is based on an 80-90 percent gasoline consumption rate during a typical boating trip—NG would replace that amount leaving expensive fuel for later when needed. The largest tank weighs 90 pounds, which is less than a comparably sized gasoline tank, and NG weighs less too. Tanks may be positioned along the transom or helm's bench, vertically or at an angle in other recommended locations.

BGM's system takes 1-2 days to install the tank, computer, injection system, and switches, while inboard systems take longer. BGM provides a custom system and then directs the customer to a certified service center. Currently, three centers exist in the Carolinas with more planned in Florida and other states. BGM matches the warranty of new engines and for engines that are out of warranty, they warranty the system for one year according to Guerreiro. Each installed fuel system will be EPA certified. Tank and engine size influence the conversion cost. For example, a 22' Chris Craft V-shape hull with a 250-hp Yamaha outboard would pay about \$7,000; smaller boats with smaller engines pay less. However, installation costs are offset by not using higher-priced gasoline products.

"Blue is the color of a clean ocean, and it is also the color of the flame of the three gases that work with our fuel system technology: hydrogen, propane and natural gas," says Guerreiro about the company's name. "Marine is, of course, the industry we are very passionate about and where we apply our technology."

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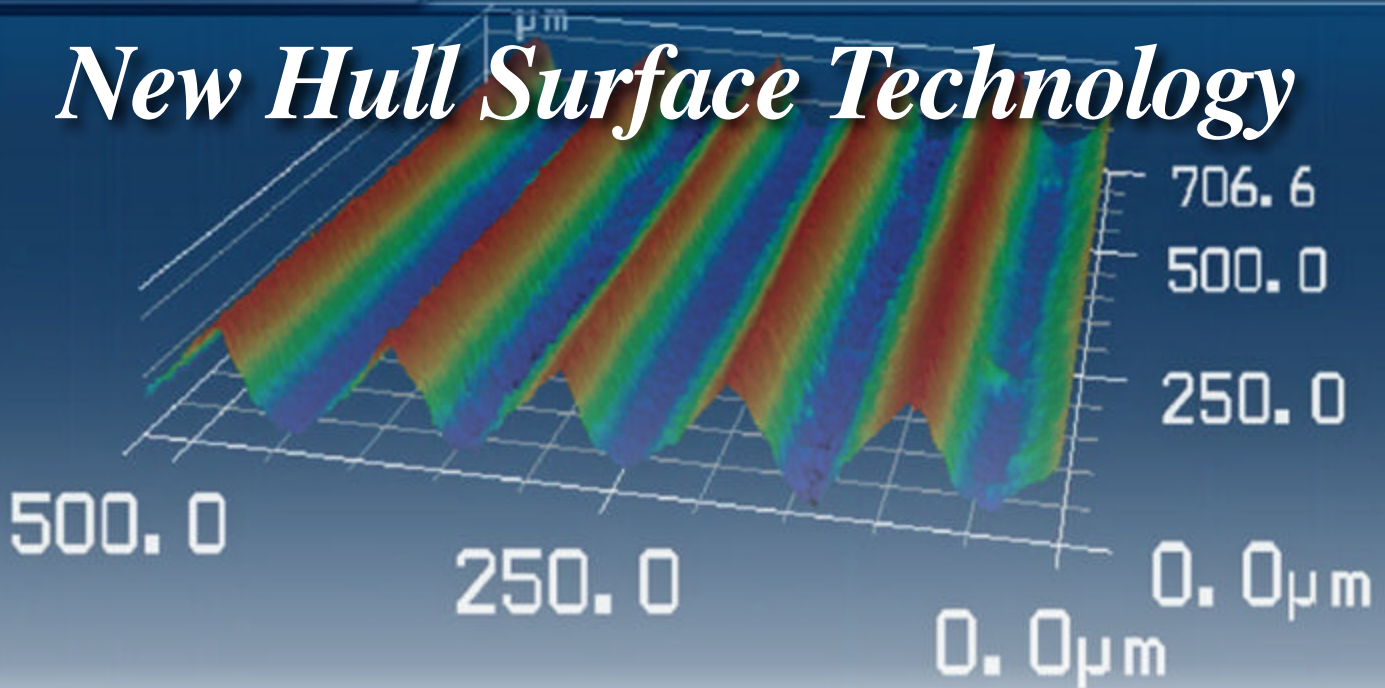
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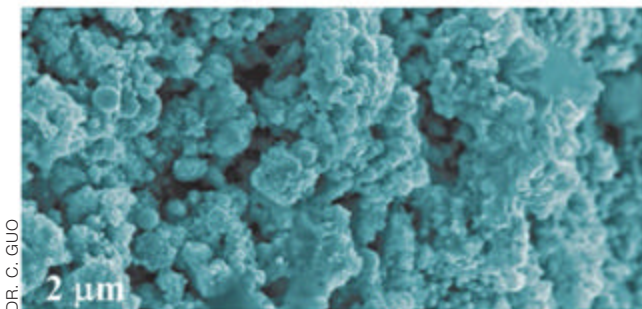
Scanning electronic micrograph of a BlackLotus™ antifouling surface on an aluminum hull

There's something fowl in anti-fouling.

Fouling of hull surfaces is a worldwide problem for yachts and larger vessels alike. Within a day or two of launch, freshly painted hulls begin to attract marine organisms, first breeding a biofilm of bacteria and algae, which eventually develops into a thick and rough coating of barnacles, algae and grasses that slow the vessel and increase fuel consumption. To date, no truly satisfactory solution to this problem has been found. Older solutions such as antifouling

facing mariners.

Pavl Skämt, President of SkämtMarin AG of Gothenburg, Sweden, was determined to bring his vast knowledge of mathematics and lasers to bear on the problem of hull fouling. Using chaos theory and fractal equations, Skämt determined that the solution to the fouling problem involved a surprising answer. What, he wondered, swims very fast but does not foul? Consulting the famed naturalist Dr.



DR. C. GUO

Untreated Aluminum (90 days exposure)



Treated Aluminum (90 days exposure)

MAGNUS MANSKE / WIKIMEDIA.ORG

paints containing metals have been banned because they poison harbors, while newer systems such as ultrasonic transducers are expensive and are not fully effective. Fouling, a problem known since ancient times when Greeks beached their triremes rather than have them deteriorate, remains one of the greatest and most expensive troubles

Jacob Bronowski, a man who seemed to know everything, revealed the obvious answer—a penguin! Electron microscopic examination of penguin feathers confirmed the answer: A ribbed microstructure that never gets wet, even while the bird swims under water.

By LAWRENCE HUSICK & ANDREW HUSICK

Scientists at the University of Rochester concurrently arrived at a similar result. In fact, they never thought about hull fouling but started with the observation that the leaves of the lotus plant exhibit peculiar properties (in addition to making excellent wrappers for Chinese sticky rice). Lotus leaves are self-cleaning because they never actually get wet. Raindrops just bounce off carrying with them all dirt particles. (A. Y. Vorobyev and Chunlei Guo, Journal of Applied Physics 117, 033103 (2015)). Examining the leaf surface, Dr. Chunlei Guo and his colleagues discovered a multiple-scale microstructure that repels both dirt and water, and they developed a “biomimetic” structure that is produced using lasers. (It even makes the surface light-absorptive.)

Skämt set about to adapt Dr. Guo’s structure to boats. “By using high power femtosecond pulse raster lasers, I was able to produce the surface profile of the lotus leaf and penguin feather, and this in turn induced the correct boundary layer dynamics in the water flow that provide antifouling properties and also decrease the wetted area of the surface and reduce drag,” said Skämt. “In the laboratory at Rochester, it took the team a full day to make 6.54cm² (about one square inch) of this surface. My industrial team, headed by my long-time partner, Paolo Sciocco, has been able to impart the texture to a full hull in under one month.” The result of this advance is both increased efficiency/speed and the elimination of haul-outs. “Of course since yachts use propellers and not webbed feet, slightly less efficiency is expected, but we are now working on a laser treatment for props, too.”

Testing conducted in a Norwegian fjord last summer showed impressive results. A 65-foot sportfisherman treated with the new surface known

as BlackLotus™ yielded improved fuel economy of 13.2 percent. The yacht achieved full plane at 210 rpm below that prior to treatment. Finally, after three months in the water, samples of aluminum hull material attached to a mooring ball were compared for fouling. “The untreated one was full of barnacles, algae, and ‘skräp,’ but the



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BlackLotus™ was as clean as we say in Sweden, 'som den stora spetsiga tänder på en kanin (as the big pointy teeth of a bunny).'" (See photos of both shown.)

SkämtMarin AG has now introduced BlackLotus™ technology under the trade name BLGrip™, a new kind of epoxy for use below the waterline on new yachts. The black nonreflective surface means that any light striking the hull is absorbed and not reflected back to algae and grasses that use reflected light to increase photosynthesis, thus speeding up hull fouling. The attractive black surface is also completely non-wetting.

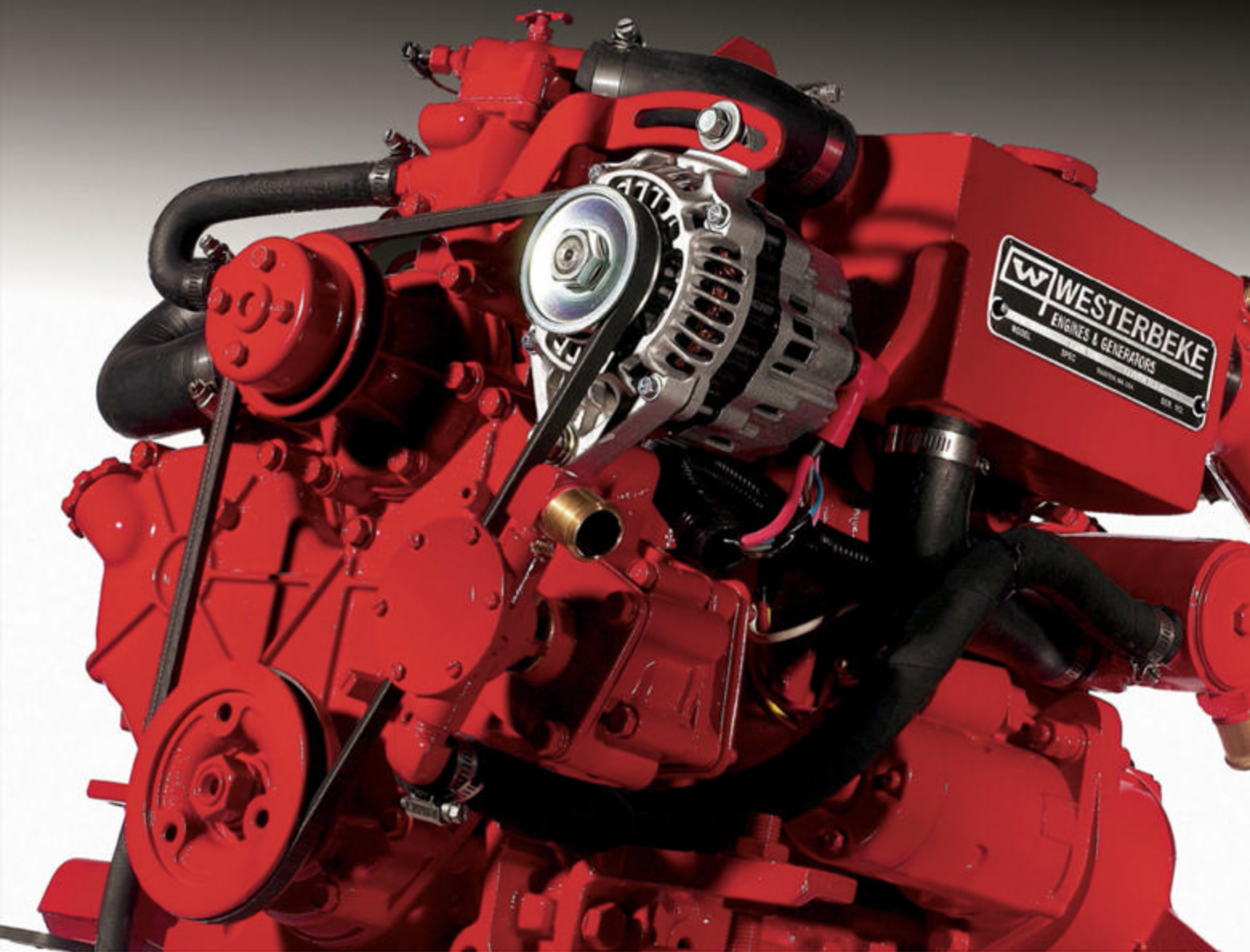
Applying BLGrip™ is not like any other kind of bottom painting, explains Mr. Skämt. First, the hull must be cleaned of all traces of old antifouling paint and other contamination—even a new hull requires this step. The company recommends power washing followed by sandblasting, and then chemical cleaning with a hydrogen peroxide gel followed by polishing to a gloss with 2000-grit wet sanding. Once the hull is prepared a two-part epoxy coating is applied to the entire hull beneath the waterline in a cleanroom. After the coating has cured to a mirror finish (about 90 minutes) a laser rig is wheeled into position. The laser system then fires trillions of bursts, each lasting only 65 femtoseconds. (A femtosecond is equal to one millionth of one billionth of a second.) Processing time is currently slow, averaging about two feet of waterline every 24 hours, so a 60-foot yacht will require about one month to complete, but Sciocco assured us that by mid-year the system would be more than 50 times faster. Cost for the process is around 200 percent higher than conventional antifouling paints, but the expense is offset by the elimination of any future need to clean, haul, or repaint, and by fuel savings over the life of the vessel.

SkämtMarin AG expects to begin directly filling orders on April 1, 2015.

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Your boat's stereo is older, it still sounds great, but there is no Bluetooth interface for your smart phone to stream to. The stereo's auxiliary input is already used, or there isn't one at all. You could replace your stereo, but this is often not as simple—or affordable—as it sounds. Many older boat stereos such as the Clarions were larger and

can breathe new technological life into your stereo. We'll start with the stereo's auxiliary input—on many boats it is already being used by another device such as the TV or a DVD player. In our first case we can have multiple devices share the stereo's auxiliary input, but only one device can use it at a time. The easiest way to do this is by using audio



Left: Wet Sounds Bluetooth volume control; Right: Many "legacy" stereos have large faceplates.

replacing them takes more effort than many would realize. Since the footprint was larger than newer stereos, it now requires fabrication of a cover plate and handling associated cosmetic problems. The remote control in the dash may also need replacement and it may be difficult to pull wire. So how do you adapt your existing stereo to use new technologies?

There are many types of adapters and approaches that

cable splitters, which are inexpensive, available in almost any plug configuration and an easy way to share the input. The new input could be as basic as a 1/8" headphone mini-jack that plugs into your smartphone or iPod, or use an audio switch box to select the source so that multiple audio inputs can share the port.

Other options for new audio sources include adding

By BILL BISHOP



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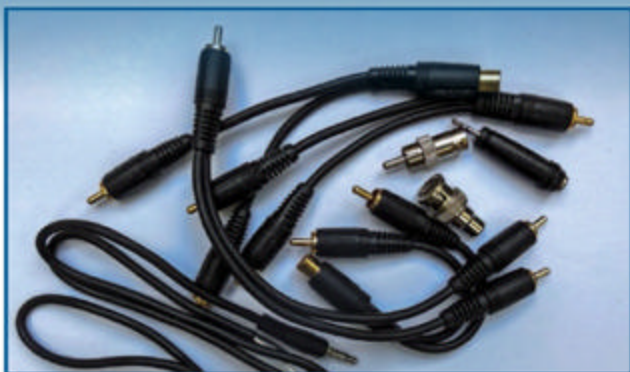
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Splitters and adapters come in many configurations and are inexpensive.

Bluetooth to your existing stereo that consists of FM modulators and FM transmitters. The differences between these two are that the FM transmitter sends a low power FM signal that will be heard by your stereo's antenna, while the FM modulator is connected directly to the antenna.

To use the typical FM transmitter, select an unused FM

frequency, set the device to transmit at that frequency, plug in your audio source, and presto. There is zero wiring to deal with, but a downside is that in most cases, you will need a 12VDC receptacle nearby to plug into—the closer the better. The range is limited, and about 20 feet is the maximum.

The FM modulator does a similar job but in a much different way. Unplug the stereo's antenna wire and plug it into the modulator. Then plug the modulator's antenna cable into the stereo. The modulator injects a strong FM signal directly into the antenna wire. The signal source is typically cleaner and much less prone to interference. The downsides are that it requires removing the stereo to install, it has to be wired to 12-volt power, and in most cases, the frequency options are fewer (2 to 8 max).

Given the choices between these two approaches, I favor the FM modulator over the FM transmitter. It requires physical installation, meaning the stereo will have to be extracted at least partially to install it, but the gear ends up

Continued



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being tucked away out of sight. Overall, the sound quality is better in most scenarios. Two good options to consider are the Scosche Universal FM modulator and Audiovox FM100A.

The world of Bluetooth comes in several similar adapter forms. There are FM transmitter versions, which have the same characteristics discussed earlier, and ones that require connection to your stereo's auxiliary input either directly or through a FM modulator. A good Bluetooth option for boat owners is Wet Sounds Bluetooth volume control WW-BT-VC. This is a small, water-resistant controller suitable for both console and interior mounting. It requires 12VDC connection to ship's power and has a 1/8" mini-jack stereo output for connection to your stereo. It pauses (mutes), changes tracks and controls the sound volume all with one small knob. As with other audio sources you can use either a FM transmitter or modulator for input to your stereo if need be. It pairs quickly and has good wireless range.

As a final note, your stereo's auxiliary input is designed to accept what's called a "Line Level" audio signal, and in some cases, this can cause minor problems. The headphone jack on your smart phone or iPod is like a line level output on a small dose of steroids. You won't hurt your stereo with it, but if the input volume is turned all of the way up you can overdrive the auxiliary input causing sound distortion. So the general rule of thumb is to have the headphone jack volume turned way down and to use the stereo to control the sound volume. In the case of the Wet Sounds Bluetooth volume control, if you're using a FM modulator you may have to play a bit with the volume settings to find a good-sounding combination.

There are many options available to get more life out of your stereo, but shop carefully and take time to read the customer reviews about the products before you buy. Like many things in life, sometimes the least expensive approach to good tunes cost you the most in aggravation.

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Each year *Southern Boating* searches for the best location to shoot our Annual Swimsuit Issue. This year we found it close to our own backyard at the beautiful Islander Resort, a Guy Harvey Outpost located in Islamorada, in the Upper Florida Keys (see more on this resort and marina in our upcoming September 2015 issue).

It's no wonder The Florida Keys attract so many visitors each year with its crystal-clear water, miles of reefs to snorkel, world-class fishing, and year-round temps in the 70s and 80s.

As usual, the weather cooperated beautifully for the *Southern Boating* crew and models to play in the water and aboard center consoles provided by our title sponsor, Everglades Boats, (evergladesboats.com), built in Edgewater, Florida. The entire crew was impressed with these boats on loan from Everglades' dealer Yacht Works based in Tavernier, Florida Keys.

Whether you're looking for a fishing trip, family time or a girls' weekend like our models enjoyed, look no further than the Florida Keys.

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Swimsuit
InGear Style: IG3080-24

Everglades Boats Model: 355CCX



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Swimsuits

InGear

Style(s):

IG2291-9, top

IG3383-3, middle

IG3080-19, bottom

Everglades Boats Model: 435CC





Swimsuits

Plunge

Style: L14BC102, Lime and Coral

Top Inset: **InGear** Style: IG3580-Turquoise

Bottom Inset: **InGear** Style: IG2291-23

Sunglasses

Costa Del Mar

Jewelry

Barlow

Everglades Boats Model: 355CCX

Bottom Inset: Model: 295CC







Swimsuit
Jets

Style: J3402-Adore

Jewelry
Barlow

Everglades Boats

Model: 355CCX

Inset: Model: 435CC





Swimsuit
LeTarte Style: SLD-1065

Jewelry
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Sunglasses
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Everglades Boats Model: 435CC



Swimsuits

InGear

Blue: IG3580-3

Red: IG3080-8

Green: IG2271-2

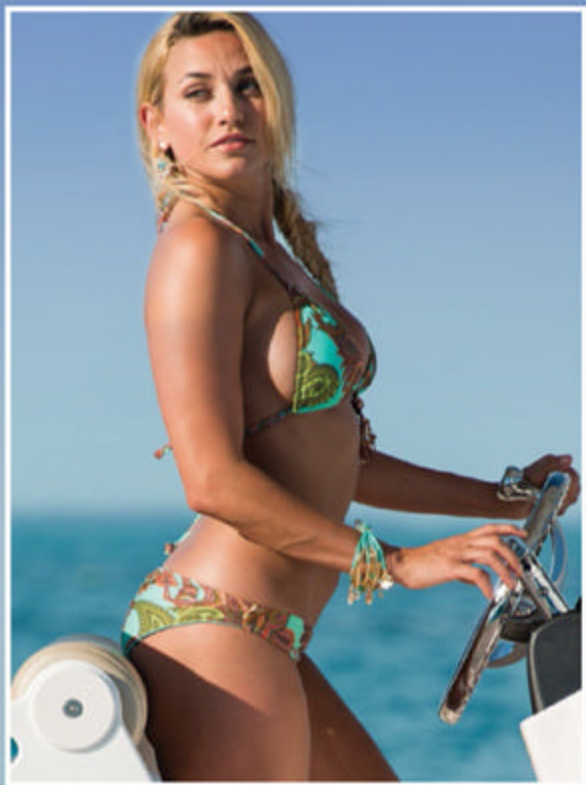
Everglades Boats

Model: 435CCX





Everglades



Swimsuit
LeTarte Style: 1039-2017

Jewelry
Barlow

Everglades Boats Model: 243CC



Swimsuit

Jets Style: Plunge Parallel 13

Coverup **LeTarte** Style: Beach to Street

Jewelry

Barlow

Everglades Boats Model: 325CC





Swimsuits

Jets

Style: Aspire White; Parallels Red; Aspire Black

Inset (left to right):

BSwim Style: Prism Micro; **Akuali** Style: Coral Ruffle; **Sunsets** Style: 69T/27B; **BSwim** Style: Global Micro

Sunglasses

Costa Del Mar

Jewelry

Barlow

Everglades Boats (Left to right) Model: 243CC, 350LX, 230CC

Inset: Model: 295CC



Swimsuits

Akuali Style: Olas FL1

Everglades Boats Model: 255CC



Swimsuits

Jets Style: Lowback Splash & Highback Splash

Jewelry

Barlow

Everglades Boats Model: 350LX

CREDITS

Producer: Paige Conlan

Photographer: Joey Wright

Assistant to Photographer: Chris Hedlund

Makeup Artist: Michele Winters

Assistant to Producer: Sara Vathauer

Production Assistant: Clayton Therrien

Models: Brittany, Michelle, Ria, and Kasia

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Plunge Swimwear, iswimx.com

Jets by Jessika Allen, jets.com/au

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Swimsuit

LeTarte Style: SLD-2047-1095

Everglades Boats Model: 435CC

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The Maine builder launches yet another winning addition to their iconic Picnic Boat line-up.

With its new Talaria 43, Hinckley Yachts has managed to get both the big things and the little things just right. For the big picture, take a look at the 43's profile. The 43 is a big boat. In fact, the beam is one foot more than the beam of the 44 that it replaces but the proportions are almost perfect. On a smaller scale, consider this: Hinckley makes the toe rail out of eight pieces of Burmese teak and then covers them with exactly ten coats of varnish. The overall result is stunning.

The new Hinckley 43 is a blend of traditional made-in-Maine craftsmanship with the latest cutting-edge technology. The lobster-boat-inspired profile is classic, the shear line is long and flowing, the hull curves are just right, and the tumblehome is sensuous and eye-catching. But inside lie some head-turning surprises, particularly the new patent-pending mechanism that electrically lowers the windows in the port and starboard aft bulkheads and the window in the aft door and then slides the door into the port bulkhead. Push a button on the dash—the

windows and door disappear, and the elegant climate-controlled motor yacht morphs into a jaunty open sport boat with an open-air socializing area from helm to transom. "Other boats have windows that retract," says Jim McManus, Hinckley's president and CEO, "but Hinckley is the first to make the door retract fully as well."

Hinckley also improved its patented JetStick fingertip controls in the 43, which work with the boat's twin Hamilton water jets and standard bow thruster to provide pinpoint maneuverability and worry-free docking. The new JetStick II on this boat has Hover Lock—a station-keeping program that keeps the boat in place while you're waiting for a bridge to open or an empty space on the fuel dock—and Heading Hold, which keeps your boat's course on track at low speeds. Hinckley also offers its own PalmStick, an elegant teak wireless remote about the size of two decks of cards that comes with finger

By PETER A. JANSSEN



insets to fit easily into your hand. An \$11,992 option, the PalmStick remote allows you to control the helm-based JetStick from anywhere on the boat—standing in the cockpit, say, or next to the pulpit for a better view.

Then there's the high-tech hull. Hinckley uses the SCRIMP process to build its DualGuard hulls, complete with Kevlar, carbon fiber, E-glass, and a Corecell core using vinylester resin for exceptional strength and light weight. All this only adds to the builder's worldwide reputation for exceptional quality and innovation.

Hinckley has been on a roll the past few years. The 43 is Hinckley's third new model in three years—after the 48 and 34—and McManus indicated that 2014 was the best in Hinckley's history. The company has already sold 21 of the new T43s. With degrees from Yale and Harvard Business School, McManus instituted a comprehensive product development group at the company, which conducts long interviews with owners, prospective owners and owners of competing brands, often walking

them through a plywood full-scale model of each new model under consideration. "We're not building the boats we want," McManus said. "We're building the boats that owners and prospective owners want."

Hinckley hit a nerve—and a home run—when it launched the first 36-foot Picnic Boat in 1994. With its single diesel, jet drive and lobster boat lines, the Picnic Boat quickly became an icon that has been copied around the world. Now stretched to 37 feet with twin diesels, the Picnic Boat is in the middle of Hinckley's powerboat line, with models from 29 to 55 feet.

When testing the market for the new 43, Hinckley found that people still want an elegant day boat or weekender. "That's the way most people use boats today," McManus says. "And they want large social areas on their boats the same way they have large social areas connecting their kitchens and their family rooms at home." As a result, the galley on the 43 is up—a first for a Hinckley—opposite twin Stidd helm seats. The new disappearing aft window



SPECIFICATIONS

LOA: 43' 9"

Beam: 14' 6"

Draft: 2' 4"

Weight: 28,000 lbs.

Fuel/Water: 500/100 U.S. gals.

Standard Power: 2x Cummins QSB 550-hp diesel engines with Hamilton 322 water jet drives (std.); Volvo IPS 600 diesels and pod drives are an option for \$100,000 less.

Cruise/Top Speed: 29/34 knots

MSRP: \$1,685,000 base

CONTACT

Hinckley Yachts
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hinckleyyachts.com

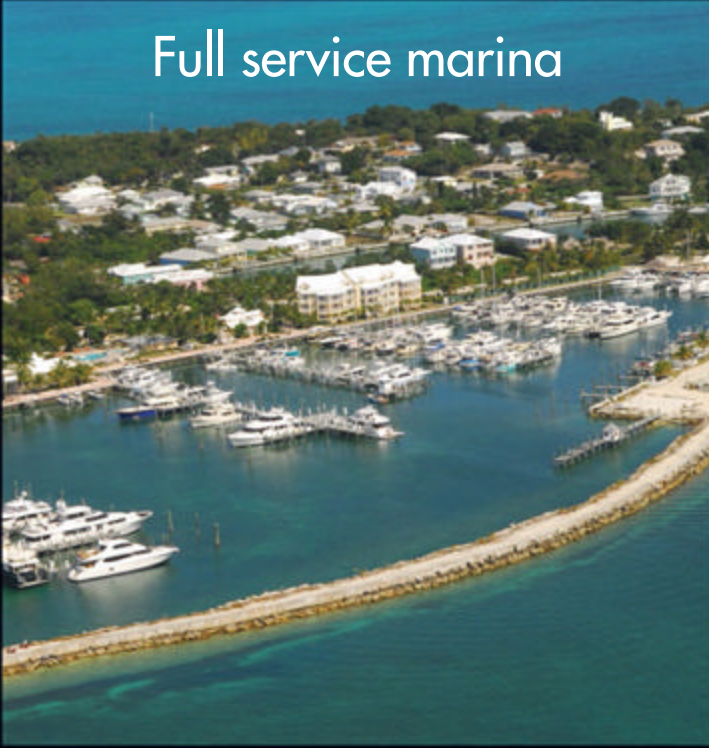
Clockwise from top left: Intelligent use of space places the galley at arms' reach from the helm; fully retractable windows combine the salon and cockpit for expanded entertaining; the queen master offers ample storage and headroom.

and door treatment was born from this socializing concept also; the entire assembly is produced in one aluminum frame in Detroit and built into the hull. The problem is that the windows fall below the sole when they're retracted, so the engines have to be placed aft.

Hinckley hired Michael Peters, the Sarasota-based designer, to draw the hull for the 43 (he also previously designed the 48 and 34) and he ended up with what he calls a balanced deadrise design, with more deadrise carried farther aft than on the previous boats; deadrise at the transom is a relatively steep 19 degrees. The lazarette is forward of the engines, and two 250-gallon fuel tanks are forward of that. Draft is still a negligible 2' 4" with the Hamilton water jets, ideal for exploring

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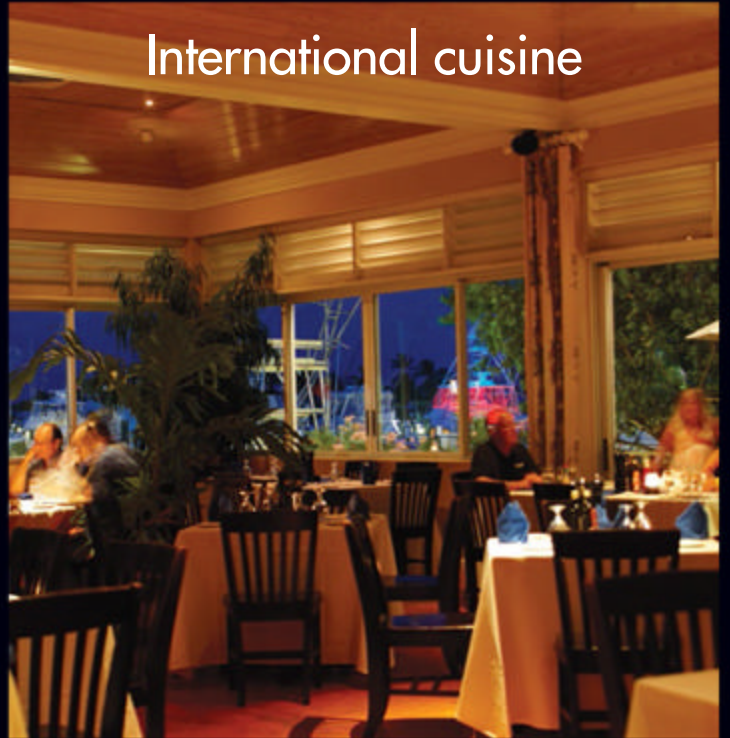
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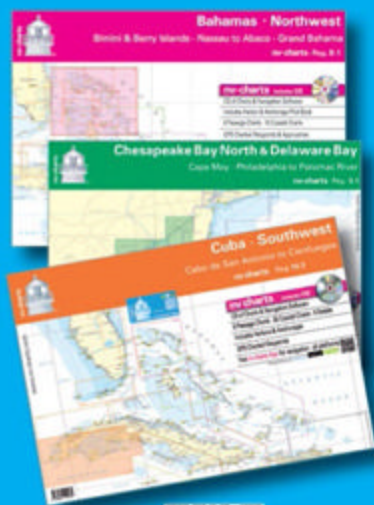
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The disappearing window and door brings the landscape in for an indoor-outdoor picnic experience on the water.

thin waters of the Bahamas, say, or avoiding Maine's lobster pots. The 43's hull is painted with gleaming Awlgrip, as are all the company's new boats.

You climb on the boat from the teak swim platform via a very solid, inward-opening door on the port side of the transom or via a small door built into the cockpit coaming on the starboard side. A large social area, the cockpit has two L-shaped settees holding up to eight people plus a large entertainment center with gleaming teak accents housing a wet bar, sink and fridge. For protection from the elements, an optional (\$19,450) SureShade awning extends over most of the cockpit at the push of a button—it retracts into the pilothouse hardtop. The cockpit sole tilts up electrically for easy access to the engines, and a small hatch is built in for daily checks.

The salon is straightforward, with twin inboard-facing bench seats and a varnished wood table, while the galley—with a Corian counter, two-burner electric cooktop, fridge, freezer, icemaker, and microwave—is forward to port. The view from the helm—indeed, the view from anywhere in the salon—is outstanding. The three forward windows are large, and the side windows (which open electrically, as do the two forward overhead hatches) are supersized. Two Raymarine eSeries displays are centered on the dash. The cherry interior gleams with satin varnish.

Down three steps, the guest cabin is to starboard behind a sliding door, with a small seat in front of the hanging locker and a slide-out double berth. The master head is opposite it to port, with a molded fiberglass shower with a teak seat. The master cabin forward has a walk-around queen berth, ample headroom even for my 6' 2" frame and lots of storage.

All in all, the 43 is a luxurious weekender, or day boat, or a platform for getting away from it all. And it's guaranteed to turn heads wherever it goes. "It is, indeed, a beautiful boat," says McManus. "It's the magic of the proportions."



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SANDRA EDWARDS

Beyond The Ultimate Toy

Triton's yacht-based submersibles are much more than the latest acquisition for the world's superyachts.

In Jules Verne's 1870 novel *20,000 Leagues Under The Sea*, *Nautilus* was nearly 230 feet long, had a double hull and could travel at a top speed of 50 knots. It extracted sodium from seawater to energize its sodium/mercury batteries and had unlimited access to the world's oceans. As a young boy it started my lifelong fascination with submarines and the undersea world.

Triton Submarines based in Vero Beach, Florida, delivers highly specialized vessels that have the ability to provide safe and very rewarding, one-of-a-kind experiences for its owners and guests. Their complex vessels have the ability to dive to depths of 1,000, 3,300, or an astounding 5,500 feet with up to 12 hours of operation, and even longer dive

durations are available. "Our product line is much more than a very expensive addition to a big yacht's complement of equipment," said Marc Deppe, Triton's VP of Sales and Marketing as we toured the manufacturing facility.

Triton President and co-founder Patrick Lahey joined us on the production floor as we began a discussion on the subject of safety. "The most important features are the ones that prevent any trouble from happening. The all-around viewing capability is an important factor as is the way we have engineered all of the thrusters so that they are tucked in and reset to eliminate entanglement," said Lahey, a 30+

By Ken Kreisler

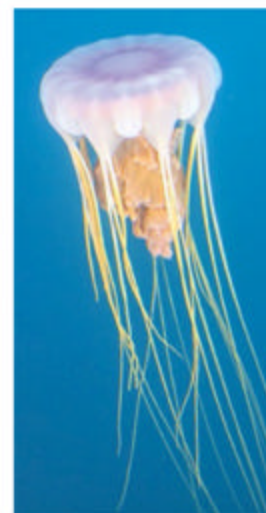


year veteran of the undersea world with extensive expertise in commercial diving, design and engineering of underwater vessels and systems and as such is the onsite specialist at the Vero Beach facility. Lahey stated some basic facts about the general wellbeing of the world's civilian submarine fleet: in 27 years and numbering some 40 vessels with almost one million participating passengers, the industry has a perfect record without serious injury or fatality. "And we take our Triton vessels even further," he added.

To that end, all Triton subs are classified A1 Manned Submersible by the American Bureau of Shipping (ABS). "The paperwork for this is so arduous and comprehensive, the resulting report weighs almost as much as our 1000/3

model," Deppe joked, as this particular Triton comes in at 14,300 pounds. "Absolutely nothing is left to chance."

For example, when Triton gets any of its certified parts, whether they are metal or not from the manufacturer, the company will then send a sample of the material out for further independent analysis, this to ensure only the most stringent and exacting



SANDRA COMPAIN



*Triton's mother ship awaits its return
from another exciting exploration.
Photo by Troy Engen*

specifications are met before assembly.

For the 6 ½" inch thick, 84" diameter pressure-tested, clear acrylic pressure hull, allowing the divers inside a 360° view of the undersea world, Triton went to the German-based Evonik and Heinz Fritz companies for their expertise. Evonik provides the raw materials and thermally forms the acrylic blocks into two rough hemispheres and Heinz Fritz machines, cuts the apertures, bonds, anneals, and polishes

them. The result is the largest and thickest acrylic spheres made for a manned submersible.

"When you're down there, the sphere seems to disappear and you feel as if you are just floating along," said Deppe. Not only is the interior completely air-conditioned and temperature controlled, but also, regardless of depth, the cabin remains at the same pressure as the surface. This will eliminate any chance of

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GLOBAL UNDERWATER EXPLORERS



Left: Dedicated lifting points enable the submersible to be easily and safely hauled.
Right: It's all smiles as this intrepid explorer has seen sights very few can imagine.
Photo by Andrew Peacock

getting the bends or suffering from nitrogen narcosis. "We can descend and rise at any rate without concern."

Typically, diving and surfacing is a matter of changing the water level in the variable ballast tanks. "The Triton 3300/3's tank contains 47 gallons of water and can be either pumped in or out to get lighter or heavier and regulate your position in the water column. It's slow and controlled and the Triton can power up or down or

vertically with thrusters," Deppe explained.

Variable ballast tank pump and thruster operations are power dependent and driven by electronically controlled pumps. Non-powered dependent systems can also be put into play and will push air into the main ballast tanks, giving you several thousand pounds of buoyancy to get to the surface. In addition, either one or both of the two battery pods can be jettisoned releasing an additional

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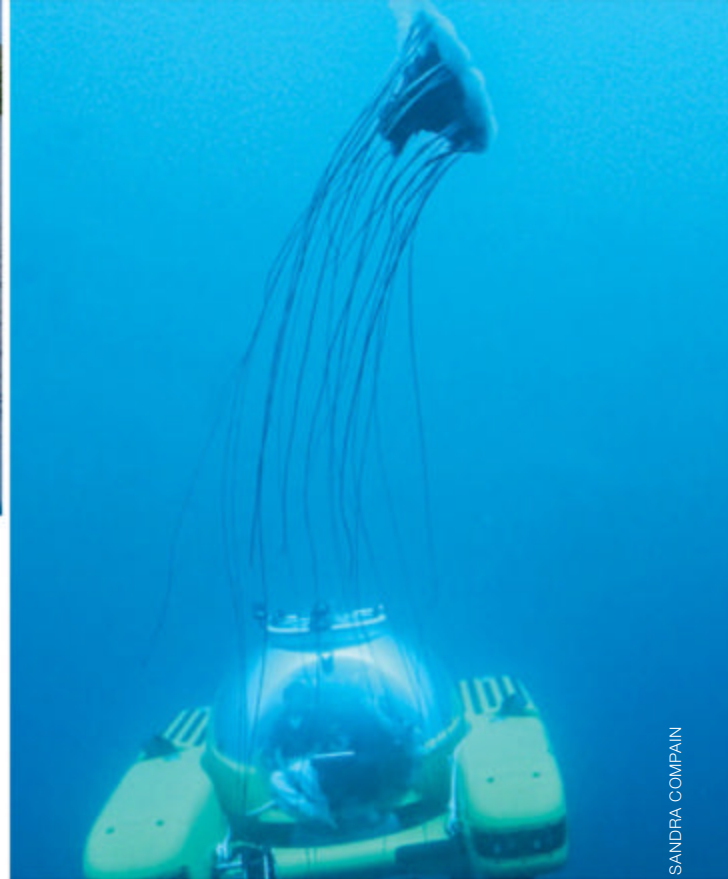


Solomon Islanders, still steeped in a more traditional nautical conveyance, marvel at Triton's 21st century technology. Right: A giant jellyfish "interacts" with deep-sea explorers safely inside a Triton sub.

1,000 pounds. The manipulator arm can also be released.

All of Triton's vessels have atmospheric monitoring devices for the air conditioning system, humidity, carbon dioxide, oxygen, and hydrogen—during battery charging, this gas is vented—and there are sensors for water intrusion in the battery compartments. Carbon dioxide scrubbers can be utilized to supply an additional 96 hours of non-powered dependent life support. "Triton submersibles have the ability to be submerged about

108 hours with emergency water and food," remarked Deppe.



SANDRA COMPAIN

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The pilot uses a three-axis joystick control and touchscreen monitoring, and for those models with multiple passengers a separate control is available for guest operation. The company provides extensive training and support in getting familiar and comfortable with the systems in its simulator for hands-on instruction and diving, as well as actual on-site, open water training.

"The learning curve is not steep and is quite intuitive," claimed Lahey. And while all the vessels come packed with standard features, options include sonar, USBL two-way tracking system, full spectrum Chirp color sounder/GPS, a Doppler velocity log for vertical, horizontal headings, depth, altitude, temperature, and current speed and direction, a manipulator arm, deck-mounted remote operated vehicle, and a hydrophone for listening in on ambient ocean sounds. For specialized scientific work, there is an additional



Company president and co-founder Patrick Lahey finishes his inspection of another Triton Sub as it's readied for delivery. Right: Recessed thrusters allow for easy maneuvering during underwater explorations.

list for this type of equipment, and for the ultimate option, a purpose-built 65-foot Triton tender catamaran comes complete with launch and recovery system.

Deppe and Lahey described the thrill of diving in the Antarctic and participating in the Solomon Islands deep-water expedition that resulted in finding no less than a dozen previously unknown species of sea life identified with the American Museum of Natural History. They also explored with the Discovery Channel crew off the coast of Japan and noted scientists as they sought to study the elusive giant

squid. As they recalled the experience my mind was filled with images of diving to depths where no light reaches but for that of the Triton's powerful LED illumination. It must have been what Jules Verne imagined as well.

INFORMATION:

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Butterfly Wings

Picturesque villages welcome and authentic French-Caribbean cuisine lures explorers to this French West Indies island gem.

Once known to local Indians as “Karukera” (the islands of beautiful waters), Guadeloupe, the largest of the Lesser Antilles, offers a wonderful and compact microcosm of the rest of the more familiar French West Indies. Cruise among the five main islands—and a dozen smaller ones—halfway between Antigua and Dominica, and you’ll discover chic cafes and hidden beaches to rival St. Barts, a boisterous spirit that outdoes fun-loving St. Martin, and a brooding volcanic beauty wilder than Martinique.

While Guadeloupe is officially part of France and the Euro is the currency of the realm, English is not as widely spoken here as it is in her sister islands—asking someone if they speak English will be greeted with a cold look. But learn the phrase “je parle un peu francais” (I speak a little French),

and, true or not, you’ll be greeted with smiles and earnest attempts to communicate. July is a great time to visit and is when locals hoist sails for a nine-day race around the archipelago in traditional sailboats.

The Guadeloupe “mainland” is really two sister islands separated by the Salty River. On a chart the islands look like the wings of butterfly. Grand Terre (big land) is the wing to the northeast, a relatively low island and home to Pointe-a-Pitre, Guadeloupe’s largest city, busiest port and the commercial heart of the island. Base yourself out of the Bas-du-Fort marina located just over a mile south of the commercial port. It’s packed with restaurants and shops,

STORY & PHOTOS BY JAD DAVENPORT

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● TIPPING

For meals: Tip €2 per person at meals (for very expensive meals, tip more) or when out for drinks. Guadeloupians call this small tip *pour boire*, literally “for a drink.” The Euro comes in €2 coins, which makes tipping easy. For guides: If you want you can tip a guide €5 for a half day tour. More than likely they will refuse it, but they will appreciate the gesture. At hotels: Very few of the hotels and resorts have valets, but if someone does help with bags tipping is not expected (or you can try €1 per bag). Don’t leave any tip for the chambermaids as service is included in the bill.

● GREETING

Air kissing: Just lean in and offer your one cheek at a time. Don’t actually kiss their cheek; just make the noise. You only kiss the first time you see someone that day, not every time you see them. Men greet men with a handshake. Don’t try and hug as the gesture is considered very intimate. “I don’t even hug my mother,” says one local. Greet people in French when you walk by, get on a bus, or enter a cafe, especially on the smaller islands. Topless sunbathing is accepted on most beaches. Smoking is popular in bars and restaurants although hotels do have non-smoking rooms (if in name only).

● DINING

Cuisine is a serious affair on all the islands, so be prepared for a long wait, but the meal will be worth it. Lunch is the most important meal of the day, so don’t hurry through it. Menu doesn’t mean menu, it means the plate of the day. It’s polite to greet everyone with a “bonjour” or “bonsoir” upon walking into a café.



Map data ©2015 Google



NOT FOR NAVIGATIONAL PURPOSES



Opposite: The harbor on Terre-de-Haute is a popular yachting and tourist destination; Above: Guadeloupe boasts cuisine made with fresh ingredients not just from the Caribbean but also from neighboring French territories such as these shrimp from Guyana.

and you can explore the southern coast and its string of seaside towns. Gosier—just over three miles from the marina and where most of the luxury resorts are based—has a fun night market and well-lit Datcha Beach for an evening dip. Sainte Anne—another 10 miles further east—boasts a beautiful seafront promenade and one of the island’s prettiest and busiest white-sand beaches.

Due west across the Salty River near Pointe-A-Pitre is the rugged island of Basse Terre, the southwest “wing” of the butterfly. The island is home to the namesake capital Basse Terre town in the shadow of Soufriere, the island’s tallest volcano. Most cruisers will head further north to the Jacques Cousteau Marine Reserve near



This page clockwise from top left: The Les Saintes islands have one of the prettiest harbors in the Caribbean; mainland Guadeloupe is draped with mountains and waterfalls; thanks to the fertile countryside, Guadeloupe has an abundance of fresh produce available in the markets; French architecture and art abounds among the island; local shops display their colorful Caribbean hammocks and beachwear.



Pigeon Island—divers can hunt for his bust down around 40 feet. Another 10-mile leg will get you to Deshaies Bay, a well-protected and scenic harbor. The waterfront is packed with fine restaurants and shops and locally is famous as the tropical setting for the British detective series *Death in Paradise*.

Just over six miles south of the mainland are the smallest, but the most picturesque and cruiser-friendly of the islands, the lovely Les Saintes (a miniature archipelago). These eight, knobby islands were the backdrop of a ferocious four-day naval battle in 1782. The Royal British fleet pounded and then hounded 35 of France's best ships, ultimately turning back a planned French and Spanish invasion of Jamaica. While the debate still lingers, the engagement is credited with being where the British tactic of "breaking the line" was developed—sailing right through the enemy's guns to rout them from behind—though wind conditions may have been more responsible.

Today, except for the ridge-top ramparts of Fort Napoleon guarding the bay of Terre de Haut (the main island) and the locals' stories of booming cannon shots on moonless nights, the ghosts of war are quiet, and one of the bloodiest naval battlefields in the Caribbean is now one of the most beautiful—UNESCO has officially designated Les Saintes Bay among the world's most beautiful bays.

The fishing village of Le Bourg is the center of cruising culture in Les Saintes, and yachts and sailboats from



This page clockwise from top: The rums as well as the rum products of the Bellevue Distillery are quite good and worth a try; sugar cane cutting in preparation for distilling; sugar cane farmer Alex Brute uses a traditional bull carriage hauled by his cows Shiny and Sophie; the countryside is speckled with 17th-century ruins of rum distilleries and plantation homes.

all corners of the Caribbean, Latin America and the U.S. moor off shore in a bay sheltered by Goat Island, once a penal colony and way station for prisoners bound for the notorious Devil's Island off French Guiana. The village is easily walkable and soaked in French Creole ambience—gingerbread houses spill with bougainvillea. Women dressed in traditional fire-colored Madras sell “torment d’amour” (delicious pineapple- and guava-stuffed pastries) from wicker baskets, while bare-chested fishermen in straw hats carry tuna from the dock.

A 20-minute walk—or five-minute ride in electric car—from town along a narrow road brings you to Fort Napoleon and its impressive museum and some of the best views of the bay. More ambitious hikers can attempt The Hat—the highest point on the island—for the most panoramic views. The Hat is only a mile southwest of town as the crow flies but a steep one-hour, two-mile walk up a closed-off road, switched back road. Go early in the morning and, except for a herd of wild goats, you’ll have the summit all to yourself.

Beyond the pure beauty of the Les Saintes, cruisers are drawn by the superb cuisine. No fewer than 30 restaurants can be found in and around Le Bourg. A few minutes’ walk from the main pier is Ti Kaz La (Little House). The restaurant, owned by Philippe Dade (a former Four Seasons chef) mixes local Creole dishes—accra and octopus, which tend to be heavier—with the lighter cuisine and desserts of Metropole, France. Not surprisingly, the seafood is fresh and the wine selection is straight from Paris—the open-air dining room looks right out on the bay.





Joel Kichenin, the Chef at Auberge de la Vieille Tour; a café in Marie Galante Guadeloupe illustrates that cuisine is everything to the French; local restaurants and cafes provide excellent opportunities to sample both French and Creole meals.

Les Saintes has plenty of pretty and secluded beaches. Run your dinghy about a mile due west of the pier—out around the prominent Sugarloaf Point—and tuck in to the namesake beach, a very private, palm-shaded strand with a small wooden pier. The water is so clear you can see old landslide debris more than 30 feet down. A potentially rougher ride takes you around the south side of the island—keep your rod ready for schooling tuna as flocks of terns

will point out the boiling bait balls—to Pompiere Beach on the Atlantic side. The pretty bay, also an easy walk from town, has a grove of tall coconut palms. The beach itself is soft brown sand and is fairly sheltered from the open ocean by a row of rocky islets.

“Authentique” is the word Guadeloupians use to describe Marie Galante, an island 16 miles south of Grand Terre and only slightly smaller than Martha’s Vineyard. Marie Galante



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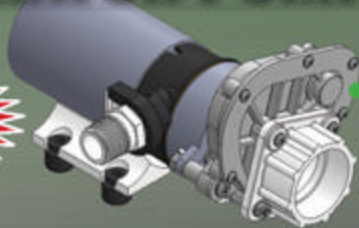
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The islands have many boutique resorts such as the Tendacayou Ecolodge & Spa; Marie and her dog are your inviting hosts at Red Fish Restaurant.

even has an off-season Vineyard feel to it—small country estates are tucked among the rolling fields and empty roads. The main town, Grand Bourg, offers a small harbor and is where the inter-island ferries also dock. Nearby is the 18th-century Murat Plantation and museum. The main house sits on a hill overlooking the limestone shell of the old distillery and the ruins of a windmill. Hidden among the flamboyant trees are the rusting artifacts of the sugar age, massive iron kettles overgrown by flowers. Beyond a traditional Creole garden is a haunting reconstruction of the mud-and-wattle slave quarters. For a more personal glimpse of the past, ask around the ferry dock for Alex Brute, a farmer and sometimes cab driver who takes tourists out to his sugar cane fields in “the world’s first SUV”—a traditional bull cart drawn by Shiny and Sonya.

Locals swear the beaches are the prettiest in the archipelago, and they’re easily among the least crowded. Vieux Fort Beach is narrow and steep and has pillow-soft sand—the coconut trees far outnumber any beachgoers. Even more remote pocket beaches can be found by sailing along the wilder northeast coast where, on a clear day, you can gaze longingly at the distant shores of La Desirade, a narrow ridge of land 22 miles north, another island left for another journey. 🌴

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Mushroom and Gorgonzola Salad

Preparation time: 30 minutes

Cooking time: 15 minutes

Serves: 6

4 c. baby portabella mushrooms, halved
1 c. button mushrooms
1 tbsp. fresh thyme
1/3 c. olive oil
1/2 c. Kalamata olives, pitted
2/3 c. marinated artichoke hearts, drained
1/4 c. sundried tomatoes, chopped
2 tbsp. balsamic vinegar
6 c. fresh arugula or spinach
4 oz. Gorgonzola cheese
Pepper to taste

Combine mushrooms and fresh thyme in a large baking pan. Drizzle with 2 tablespoons olive oil. Roast in 400-degree oven for 15 minutes or until browned. Cool slightly. Combine mushrooms, olives, artichokes, and sundried tomatoes in a bowl. Whisk together remaining olive oil and balsamic vinegar. Toss mushrooms and vegetables with dressing. Place arugula on a large platter. Spoon mushrooms over arugula and crumbled cheese. Season with pepper.

Seared Scallops over Pesto Pasta

Preparation time: 25 minutes

Cooking time: 20 minutes

Serves: 6

2 lbs. sea scallops, rinsed, patted dry
Salt and pepper to taste
1 tbsp. butter

1/2 c. olive oil
2 c. fresh parsley
1/4 c. pine nuts
1/3 c. Parmesan cheese
1 clove garlic
Zest of one lemon
1 tbsp. fresh lemon juice
1 lb. linguine or fettuccine
1 1/2 c. peas
1 lb. fresh asparagus, cut into 1" pieces (discard ends)

Season scallops lightly with salt and pepper. Heat butter and 1 tablespoon olive oil in a large, heavy skillet and sear scallops over medium-high heat about 3 minutes per side until nicely browned and cooked through. Set aside. In a blender or processor, combine parsley, pine nuts, Parmesan cheese, garlic, 1 tablespoon lemon zest and 1 tablespoon lemon juice; blend until lightly chopped. Add oil and blend until smooth. Cook pasta according to package directions. Meanwhile, blanch the asparagus and peas for 1 minute in boiling water. Drain. Toss pasta with pesto, asparagus and peas, and serve on plate with scallops on top. Season with fresh pepper.

Balsamic-Glazed Strawberries on Pound Cake

Preparation time: 15 minutes

Serves: 6

3 c. strawberries, quartered
5 tbsp. balsamic vinegar

5 tbsp. brown sugar
1 pound cake, sliced into 1" slices
1/2 gallon vanilla ice cream or whipped cream
Fresh mint to garnish (optional)

Heat vinegar and brown sugar in a large saucepan over medium heat. Whisk until sugar is dissolved and simmer for 1 minute. Remove from heat and add strawberries, tossing to coat. Spoon berries over pound cake and top with scoop of cream.

Lemon Gingerade

Preparation time: 10 minutes

Cooking time: 30 minutes

Serves: 6

3/4 c. fresh ginger, peeled and sliced
1 c. sugar
1 c. water
2 c. fresh lemon juice
12 oz. vodka
2 c. club soda

In a small saucepan, combine ginger, water and sugar. Stir to combine and bring to a simmer. Simmer 30 minutes. Cool and strain into a container. In a large pitcher, combine lemonade, vodka and syrup. Stir and serve over ice. Top with splash of club soda. Garnish with lemon slice.

Carrie Hanna is the author of Florida's Backyard, a collection of original recipes. To order the book, call (800) 839-8640.

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2015 Everglades 255cc Brown Sugar



2014 Everglades 255cc White



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Moonlighter

As a result of the current owner's sudden change of plans, this 2015 Princess 60 flybridge motoryacht is now available with the remaining new manufacturer's boat and engine warranty. Powered with twin CAT C-18 diesels, she is loaded with options including a custom AME electronics package, the newest flybridge layout, fiberglass hardtop, upgraded generator, crew cabin with air conditioning, variable bow and stern thruster, and yacht controller. She was delivered to her current owner in October 2014 and has only 80 hours on the engines.

Moonlighter's three-stateroom layout with ensuite heads and a spacious full-beam master stateroom comfortably fits a family or three couples in private retreats. The galley's U-shaped seating arrangement—extra stools tuck away—welcomes the whole crew, makes meal prep a breeze, includes all the amenities of home, and features ample storage. The salon also features a U-shaped sofa and coffee table directly across from a 32" LED TV with BlueRay system. The cocktail cabinet and ice maker allow for easy entertaining, and panoramic windows flood the entire area with sunlight.

The salon leads to the aft deck, which features teak flooring, another expansive U-shaped sitting area with adjustable teak table, hot and cold shower, and a teak-laid hydraulic swim platform. Stairs lead up to the flybridge, which is one of the first with the new design featuring helm seats and the optional hardtop with a sliding roof. Impress your guests with the lava brick BBQ and all the accoutrements you'd expect in a sporty new Princess.

SPECIFICATIONS

LOA: 60'

Beam: 15'10"

Max Draft: 4'2"

Displacement: 55,100 lbs.

Fuel/Water: 739/210 U.S. gals.

Cruise/Max. Speed: 28/34 knots

Power: Twin CAT C-18 diesels @ 930-hp each

Price: \$2,450,000

Year: 2015

Current Location: Palm Beach, FL

CONTACT

Jan Boone

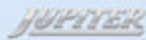
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(New model representation varies by territory)



50' Grand Banks 2014 - Twin Volvo IPS at 700hp ea. - Aggressive Pricing!



34' Jarrett Bay 2015 - Twin Yamaha at 350hp ea. - See her in Palm Beach!



60' Princess 2015 - Call Clark: 919.669.1304



60' Viking 2012 - Call Jud: 757.846.7909



60' Hatteras 2005 - Call Howard: 252.241.4831



54' Custom Carolina 1999 - Call Roger: 410.456.3659



53' Viking 1992 - Call Tony: 843.329.9493



52' Princess 2014 - Call John: 610.220.5619



50' Cheoy Lee 1989 - Call Jim: 954.830.5678



50' Viking 1997 - Call Peter: 910.262.3218



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48' Viking 2006 - Call Jud: 757.846.7909



48' Sabre 2014 - Call us Today: 877.269.3021



48' Ocean 1995 - Call Tony: 843.329.9493



45' Viking 1990 - Call John D: 910.262.5566



43' Hatteras 1983 - Call Jim: 954.830.5678



42' Azimut 2001 - Call Marino: 561.310.0988



41' Albemarle 2013 - Call Clark: 919.669.1304



38' Rampage 2006 - Call John D: 910.262.5566



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37' Pacemaker 1992 - Call Lee: 843.532.5540



36' Jersey Cape 2004 - Call Sean: 910.620.1900



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2002 92' Tarrab
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1989 80' Hatteras
Barry S. Flanigan (954) 868-5879

\$569,900



1987 80' Burger
Carlos Navarro (954) 465-4501

\$990,000



2001 87' Queenship
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1979 68' Bertram
Whit Kirtland (305) 793-5886

\$299,000



2009 66' Grand Harbour
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\$1,049,000



1999 60' Jefferson
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\$319,500



2008 52' Cruisers Yachts
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\$538,500



2010 50' Marquis
Chris Saumsiegle (954) 270-5617

\$629,000



2008 50' Mikelson Sportfish
Shaun Mehaffey (954) 658-2626

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1989 47' Buddy Davis
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50' & 42' Camper & Nicholson's
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2009 44' HBI RIB
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2012 116' Azimut Grande
Iain Lawrie (917) 460-6219

\$9,990,000



1999 88' Leopard
Whit Kirtland (305) 793-5886

\$830,000



2011 70' Alaskan
Chris Saumsiegle (954) 270-5617

\$2,389,000



2010 65' Alaskan
Chris Saumsiegle (954) 270-5617

\$1,785,000



1999 60' Ocean Yachts
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\$449,000

Recently Reduced



2011 103' Cheoy Lee
Iain Lawrie (917) 460-6219

\$5,499,000



1998 92' Tarrab
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\$979,000



2011 75' Riva
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\$3,499,000



2002 70' Queenship
Carlos Navarro (954) 465-4501

\$1,225,000



1990 63' Ocean Sportfish
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2010 63' Symbol
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1988 67' Hatteras
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2006 55' Atlantis
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2005 Marlow Explorer 70E

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2007 Marlow Explorer 78E-CB

"Seven Seas" a well appointed, Command Bridge with large galley and casual dining area, eight person dining table forward of salon. Four staterooms plus crew quarters, powered by CAT 1400hp, 3412's she is ready to cruise.



1990 Grand Banks 42 Classic

"Halcyon" has two separated staterooms, two heads, galley up, twin Lehman diesels, gen/air, updated electronics, many spares. Just completed Great Loop. Ready to go again.



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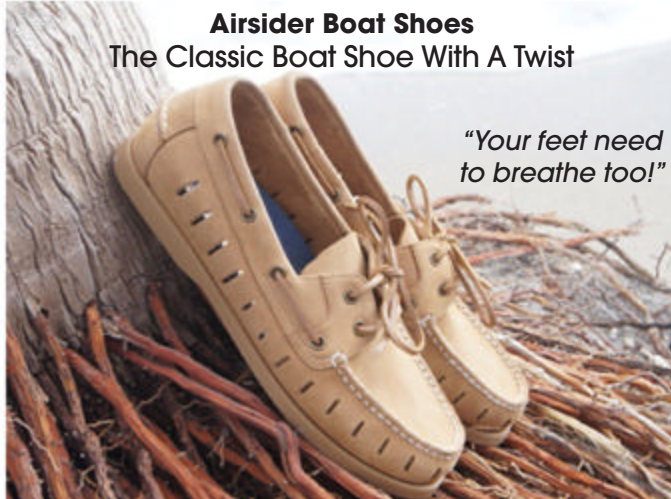
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The Cruising Club of America

awarded Captain Sean McCarter of Derry-Londonderry-Doire with its 2014 Rod Stephens Trophy for Outstanding Seamanship for saving a crewmember that fell overboard during the Clipper Round the World Race. The trophy is granted "for an act of seamanship that significantly contributes to the safety of a yacht or one or more individuals at sea."



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The award was presented on March 6, 2015 at the New York Yacht Club in Manhattan. cruisingclub.com

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and the world. Thrilling one- and two-week Education at Sea camps are held on board the 200' Sailing School Vessel (SSV) *Oliver Hazard Perry* from Newport, R.I., a 500-ton steel hulled vessel with



A Sailing School student enjoys the view.

a 130' tall rig and square sails on all three masts. Staff includes a captain, officers, cook, engineer, and a dozen crew members comprising the students themselves for hands-on learning. Registration is now open. ohpri.org

The Yachting Journalists'

Association (YJA) named Sir Robin Knox-Johnston the British Yachtsman of the Year sponsored by boats.com in London this spring. At the age of 75, Sir Robin's

achievements last year culminated in an astonishing third in class finish in the renowned Route du Rhum solo transatlantic race. This marks the fourth time he has been crowned Yachtsman of the Year—the first was 1969 when he famously became the first person to complete a non-stop solo circumnavigation. Windsurfer Emma Wilson is the current Youth World champion, and was named the boats.com YJA Young Sailor



Left to right: Ian Atkins, Sir Robin Knox-Johnston, Bob Fisher (Chairman, YJA)

of the Year at the same ceremony. Emma's string of World and European windsurfing title wins last year showed YJA members that she deserved the title. At 15 years old, she won the under-17 and under-19 world championship titles in Clearwater, Florida, last October to add to her European under-17 win earlier in the year.

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